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SPECIAL EXCURSION TO MACAO

SUNDAY, 3rd DECEMBER, 1933

S.S. "TAISHAN"

will leave Hong Kong (Hongkong Wharf) at 8.15 a.m. and Macao at 4.30 p.m.

SPECIAL SALOON FARES.

WEEK DAYS.—Single: \$3.00; Return: \$5.00.

EXCURSIONS.—Single: \$2.50; Return: \$4.00.

Note.—All Steamship Company's Steamers are fitted with Wireless.

London Air-Mail Letter

His Majesty's Offer To Poets: Mrs. Gubbay's Exhibition: National Government's Success at Kilmarnock: Earl Howe's Art Treasures: The Sovereign and Bailiffs: George Robey The Original Bing Boy.

(Special Air-Mail Service)

London, November 8.

THE KING AND POETRY

The king has graciously signified his intention of offering each year a Gold and Silver Medal for poetry in the English language published in volume form within the Empire by British citizens.

The following Committee has been appointed by the King to act as judges:—

Mr. John Masefield (Poet Laureate), Chairman.

Mr. Laurence Binyon, C.H.

Mr. Walter de la Mare.

Professor Gilbert Murray, D. Litt. LL.D.

Mr. I. A. Richards, M.A.

A small sub-committee will be appointed abroad to recommend books from India, the Dominions and Colonies.

The medals will be awarded towards the end of each year for works published during the preceding year. The first awards will be made in December, 1934, for works published during 1933.

The medals will be given either for a poet's first or second volume of verse, or for a poet still under 35 years of age.

The Committee is empowered to withhold any recommendation for the medals in any year in which they consider the work submitted is not of a sufficiently high standard.

Only works that have been published in volume form will be considered, and all communications relating to these medals should be addressed to the Poet Laureate.

LENDING HIS HOUSE

Sir Philip Sassoon is again lending his house in Park-lane for an exhibition organised by his cousin, Mrs. Gubbay, who planned the exhibition of "Conversation Pictures," "The Age of Walrus," and other displays of notable private-owned works of art.

The forthcoming exhibition, which will be held towards the end of February, will be confined to china and porcelain. Exhibits are being collected from all countries, and are of all periods.

When pictures are hung the glass walls painted by Bert in the music-room of Sir Philip's house are usually covered with canvas. This time the painted glass walls will probably be an additional attraction in the show, unless they are found to be unsuitable as a background to the exhibits.

JUDGE AND LONG SPEECHES.
Lord Justice Romer, who has been among the Law Court invalids, has, the distaste for long speeches which characterised his late father, who was also a Lord Justice.

Before going to the Chancery Bench, the first Lord Justice Romer practised for a while in the court of Mr. Justice Chitty, whose long addresses so worried him that when he stepped on to the Bench in 1890 he declared that he would never offend in the same way himself.

Nor did he, and his son is similarly sparing of words.

"SOLYMAN THE MAGNIFICENT"
Earl Howe's intention to dispose of his varied art treasures (described in another column) will renew interest in "Solyman the Magnificent."

This famous eighteenth-century figure—Charles Jennens—left his his magnificent collection to his friend, Pennycuik, Esq., Curzon.

Through the marriage of the latter with the daughter of the great Admiral Earl Howe, it came into the possession of the Howe family, together with Jennens's house at Gosport.

Jennens early befriended Handel, who composed part of "The Messiah" while sojourning at Gosport, and it was Jennens who wrote the words for this oratorio, as well as for "Samson."

He lived in much state in Great Ormond-street, Bloomsbury. When he visited his printer in Red Lion-

passage, Fleet Street, his turn-out invariably consisted of four horses with four footmen in golden livery. The distance from his house was only a few minutes' walk.

IRELAND'S MUNICIPAL SOVEREIGNS

Many and various are the titles of the municipal chief citizens now being elected throughout the country. There are Lord Mayors, Mayors, Provosts, Portreeves, and more Chairmen of Council. But no town or city nowadays is able to boast a dignity with a right to the style of Sovereign.

Centuries ago a number of Irish corporations conferred the designation on their chairmen, and had a recognised even in Royal decrees.

In 1807 Edward II. addressed an official mandate to "The Sovereign and Bailiffs" of Ross, co. Wexford, and in 1333 the charter of Kinsale authorised the townfolk "to choose a burghess of the town as Sovereign."

The use of the title persisted until modern times.

HIS OLD HOME

It plans which are now under advanced discussion should come to fruition, the first week of the New Year will see Mr. George Robey back at his old home, the Alhambra.

One does not suppose a single member of the war generation ever thinks of George Robey without at the same time recalling the joyous and triumphal progress of the "Bing Boys" through a series of war years at the Alhambra.

It would not be fair at this juncture to add more than the show, if it materialises, will be a musical comedy in a large number of episodes, and that Mr. Robey will be a British bootlegger of inspiration.

NO MINORITY REPRESENTATIVE

In London political circles the Kilmarnock result has been hailed with great satisfaction by well-wishers of the Government.

True, the "National" majority fell from 7,036 to 2,653. But it is worth noting that the Scottish Home Ruler, Sir A. MacEwen, polled no fewer than 6,095 votes. Practically all of these were anti-Socialist votes.

If added to the votes cast for Mr. Lindsay, the successful candidate, they make a total anti-Socialist vote of 18,372, compared with a total Socialist vote of 17,499.

A VERSATILE RECRUIT
I imagine that the Prime Minister is as much gratified on personal as on political grounds at Mr. Lindsay's election.

He has always taken a great interest in this young man's career, an interest which has been repaid with unswerving loyalty amounting almost to hero-worship on the part of the new M.P.

The National Labour contingent in the House has obtained a very useful and versatile recruit. Soccer Blue, first Socialist president of the Oxford Union, and with experience in three elections, he has also travelled extensively in Canada and Argentina.

In many ways he is not unlike his great friend Mr. Malcolm Macdonald, who spoke on his election platform. Had he not been in Canada when the crisis broke in 1921 Mr. Lindsay would almost certainly have been successful in that election.

A KINDLY CONSUMER

A more humane and kindly man than Dr. F. J. Waldo, who was for thirty years coroner of the City of London, it would be difficult to find.

He was given to chattering dicta on the conduct of everyday life.

AUSTRO-GERMAN DIFFERENCES

No Negotiations Taking Place

Vienna, Nov. 27.

Rumours have been spreading recently suggesting that German emissaries are in Vienna negotiating for a settlement of Austro-German differences and the establishment of more friendly relations.

In the course of a speech last night, Dr. Dollfuss, Austria's diminutive Chancellor, denied the rumours, and declared that no negotiations were proceeding.

He said, however, that tension between Germany and Austria had recently smoothed down.

Another indication that no real rapprochement with Germany is intended is provided by the invitation extended by Dr. Dollfuss to the ex-Vice-Chancellor, Herr Winkler, to come to Vienna.—Reuter.

DIARY OF LOCAL EVENTS

TODAY

(November 28)

(X. Moon, 11th Day)

Auctions.—Leasehold, Property Sale, China Auction Rooms, 3 p.m.

Meetings.—Extraordinary, Hongkong Telephone Co., Ltd., Exchange Building, Noon.

Half-yearly of Voting Members, Hongkong Jockey Club, Happy Valley, 4.30 p.m.

Miscellaneous.—Rotary Club, 7 p.m.

Theatres

King's.—"The Devil's in Love."

Queen's.—"Storm At Daybreak."

Central.—"Toys" (Chinese Picture.)

Oriental.—"It's Great To Be Alive."

World.—"Men Must Fight."

Majestic.—"Sailor's Luck."

Star.—"Smiling Through."

Dance

Practices for St. Andrew's Ball, Peninsula Hotel, 5.30 p.m.

Principal Malls.

Outward for America and Europe via Siberia by Chichibu Maru 8.30 a.m.

Sports

Entries close for Kowloon Chess Club's annual championship, 6 p.m.

Hockey.—Royal Engineers v. Radio Sports, 5 p.m.

Sunrise.—6.45 a.m. Sunset.—5.38 p.m.

Tides.—High at 6.39 and 10.25; Low at 0.35 and 12.53.

When he was told at an inquest that a man had had no hobby, he declared that a retired man "ought to make a habit of walking three miles a day across the open parks and of living a temperate and useful life."

It was his system of inquests on fires in the City of London that led to suspicion first falling on Leopold Harris. He often advocated nation-wide extension of his practice in this connection.

It was typical of his humanity that he refused to have the letters of suicides read in open court because of the distress caused to the relatives and friends of the deceased.

"NO SOAP"

"Dick" Sheppard, who is now in very good health, is jotting down his reminiscences with the possibility of a book in mind.

Such a volume should certainly include the story of an occasion when the King attended one of the famous Sunday afternoon services at St. Martin-in-the-Fields during the war.

Just before his Majesty's arrival Mr. Sheppard found he had mislaid the notes of his address. He had to go into the pulpit without them, and his embarrassment was not diminished by noticing his M.B. lying alongside the service paper in the King's pew.

"I have often," he says in recounting the story "had occasion to regret my illegible handwriting. But I think it served me well that day for the first reminder on those poignant words 'GOD and man are waiting for you'."

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NEW THORNYCROFT "HANDY" TRUCKS

Lightweights And Easy To Drive

Of the two new models in the 1934 Thornycroft programme that is likely to prove most popular is the lightly but strongly constructed 2-tonner which will be included in the Thornycroft nomenclature under the title of "Handy."

This little (for Thornycroft's machine has every chance of justifying the name "Handy," as it is mounted upon a relatively short wheelbase, while, by reason of its forward control, the available body space is as great as it can be without an unwieldy overall length.

Steering (with which particular pains have been taken) is definitely easier than that of many private cars, in spite of having been tried in the extra loading of the front axle imposed by the more forward positioning of the load made possible by forward control and the rearward location of the front axle.

Accessibility, too, has been well studied, even to the ease with which the driver can enter the special cab which has been designed for this model.

The fact that eighty-four of these machines have been ordered by the Great Western Railway and thirty-one by the London and North-Eastern Railway is eloquent.

Maximum saving in weight has obviously been chiefly obtained by careful attention to the frame design. The chassis weight, including the standard cab without which the chassis is not normally available, is 1 ton 17 cwt. 1 gr., and with a 9-cwt. body, for which the makers make allowance, 2 tons 6 cwt. 1 gr.

Thus, the vehicle is legally permitted a speed of 30 m.p.h., since it weighs less than 2½ tons.

Careful Design

In plan view the side members are parallel, and in side elevation they are arched over the rear axle and raised to clear the front axle. They are well proportioned, being deep in the middle and tapering off gradually towards front and rear. Adequate support to the side members is afforded by four cross-members, all of which, except the front one, are located below the frame. All these cross-members are thin-gauge flanged members section and formed into channel-type girders by flat plates attached to the flanged edges. The three cross-members are arched to clear the propeller-shaft, and, at its flattened centre portion, is bolted to another straight member above the frame; thus, the frame members are fortified against twisting stresses, as this built-up member is part bolted and welded to the main frame flanges. Outer extensions of this member support the rear spring anchor brackets and also the distributing brake cross tube, which is of large diameter and dropped in the centre to clear the propeller-shaft. The open rear end of the frame is braced by two diagonal flat plates from the centre of the last cross-member. The rear cross-member carries the shackle brackets, and note-worthy points to be observed in connection with these cross-members and spring brackets, and also the brake cross-shaft and propeller-shaft, are the extreme lightness of construction. This, however, has been brought about, as will be seen, by careful design and not by indiscriminate lightening of standard parts.

Four Cylinder Engine

The power unit used on the two-ton chassis is of a well-ventilated type, namely the FB4 engine. This four-cylinder unit, with a bore and stroke of 3½ x 5 in., is rated at 22.5 h.p., and develops 38 h.p. Weight is saved by casting the crank case in electron, while rigidity of the unit is further secured by monobloc construction of the cylinders. Noteworthy engine features are that the dynamo and magneto are driven in tandem and are interchangeable. There are no external oil pipes, all oil being conveyed by drilled or cast channels. Three-point mounting is used, the front point being rubber buffered, while the two rear points are spring-loaded to absorb vibration. The radiator is mounted on two rubber-buffered brackets at the foot, and is also held along its sides by bolts passing through a sheet metal dash, held by the bonnet framework. The radiator filler cap is invariable, and access to it is reached through a trap in the cab. The petrol tank filler also is reached through an aperture in the side of the cab.

Cab design calls for mention, as the particularly wide doors facilitate the driver's entrance and exit. Further, since the cab can be removed merely by undoing seven bolts the forward part of the chassis is rendered more than usually accessible. A creditable

provision, since it avoids complicated work upon the electrical gear when the removal of the cab becomes necessary, is plug and socket connection to which are attached all wires which would have to be disconnected when the plug out of the socket and reverse the operation when replacing the cab.

Simple Construction

Simplicity of the forward control is largely augmented by the simple expedient of bending the gear lever forwards, thus avoiding possible complicated gear selector extensions. From the trial it was found that gear changing was quite simple, and the hand brake lever was easy to manipulate. The clutch take-up was smooth. The latter is of the single dry-plate pattern without a clutch stop, and transmits the drive to the full floating spiral bevel rear axle through a four-speed gear box.

The single brake shoes in each wheel drum are expanded both by the hand lever and the pedal. Brake adjustment is by self-locking brass column nuts at one end of every rod, and the brake camshafts are serrated.

It is not yet possible to obtain illustrations of the new XE/AC6 chassis. This, of course, is the new 10-12-ton trailing axle six-wheeler already mentioned. Suffice it to say that this machine can legally carry a full 12-ton load when fitted with a body weighing just over 33 cwt. The standard engine fitted to this model has a bore and stroke of 3½ x 5½ in., giving an R.A.C. rating of 45.9 h.p., while 59 b.h.p. is developed. Alternatively, the Thornycroft Cind diesel engine may be fitted.

In addition to a normal four-speed gear box an over-speed box is fitted, thus giving eight forward speeds. The driving axle is of the overhead worm pattern with fully floating shafts.

Even Weight Distribution

Rear suspension is by four inverted semi-elliptic springs independently pivoted at their centres to brackets rigidly attached to the frame. This system is claimed to afford even distribution of weight on all four bogie wheels, irrespective of their relative movement. The whole layout is simple and no unnecessary weight is introduced by radius of torque arms, the springs forming the only connection between the axles and the frame.

Internal expanding brakes apply in all six wheels, pedal operation being assisted by triple servos.

Two 50-gallon petrol tanks are provided, one being mounted on each side of the frame. Standard equipment includes a 12-volt lighting set with dip and switch head lamps and a mechanical tyre pump.

It is of interest to note that in the case of these chassis an order for forty has been placed by a well-known London firm of transport contractors.

SUNBEAM AND LAGONDA

Are Sixes Better Than Fours?

(By John Prieoleau)

Among all the announcements of new cars to be produced immediately or in time for the show next month, few will be read with greater interest by the majority of owners than those of the new four-cylinder Sunbeams and Lagondas, the first because it is several years since the company abandoned fours and devoted itself exclusively to the building of sixes; the second, because it is the first light car made in the Staines works since the famous Twelve, in which entirely novel principles of body-chassis building were adopted. As readers of this column will know, I have always been an enthusiastic advocate of the four-cylinder engine, when it is properly balanced, or, alternatively, to that expensive process, so mounted that vibration is damped out. It seems to me that in motor cars the simpler the means by which given results are obtained, the better. In certain obvious instances, a six is a better car than a four. I have had pleasant personal proof of it myself during the past six years and occasionally, all things being equal, more efficient, more flexible, and less noisy, but there is more of it than of the four, and although the time is not yet in sight, I believe we shall one day produce cars of a simplicity and fewness of parts unimagined to-day.

The Sunbeam "Jawn" Suspension. In the meantime, the four is slowly regaining the ground it lost

POPULAR CARS FOR 1934

Many Developments in British Cars

As was expected after the steady rise in motor car sales during the present year, the annual Olympia Motor Exhibition has produced many extremely interesting developments in the products of the leading British motor car manufacturers.

It will be interesting to note whether the small 10 h.p. motor car, which has achieved such popularity during 1933, will maintain its position as the leading class of vehicle registered in Great Britain. There is no doubt a decided tendency towards a revival of the 20 to 30 h.p. vehicle, and many manufacturers have built models in this class. Perhaps we may expect to find many of the 10 h.p. owners patronising slightly larger vehicles, and the 12 and 14 h.p. class should account for a high percentage of the total sales during 1934.

Two of the most interesting models in this medium-powered class, are the new Vauxhall 12 h.p. Light Six, and 14 h.p. Light Six, both of which sell at home at the extraordinarily low figure of £195 for a smart, roomy and well-built saloon. This car was introduced last June, and remained unaltered at the Motor Exhibition, but the sales during the past four months have been exceptionally good, and the cars were a decided centre of interest at Olympia.

Messrs. Shaw & Kilburn, Ltd., the sole London distributors for Vauxhall Motors, anticipate that these cars will be particularly popular with Overseas visitors to Great Britain, and for 1934 they will be still further extending the scheme which they have operated during the past ten years, guaranteeing a fixed re-purchase price at the end of any definite period for those who wish to avoid any responsibility or worry at the end of their visit.

Motoring in Great Britain in these circumstances can be very pleasurable at a moderate cost, and Shaw & Kilburn's splendid service facilities at 112-114, Wardour Street, London, W.1, make the purchase of a Vauxhall a still more attractive proposition for Overseas visitors.

CHARCOAL GAS FOR MOTOR CARS

Start Of 6,000-Mile Journey

Two Rolls-Royce motor-cars, one of them driven by gas generated from a special charcoal-burning plant and the other petrol-driven, from a special charcoal-burning plant, left the Royal Automobile Club, Pall Mall, last month for the North-West Frontier of India.

Colonel Edward Noel, who has just been appointed Commissioner for Development for the North-West Frontier Province, is driving the gas-driven car, which is an open tourer of the "Silver Ghost" type. He is accompanied by Mrs. Noel.

Colonel Noel stated that the objects of his 6,000-mile journey were to revive the charcoal industry in India and to keep in this country money now spent on imported petrol. Charcoal was able to do the work of petrol and it was cheaper. Twelve pounds of charcoal were equal in power to about one gallon of petrol.

The route taken will be to (Continued at foot of next column.)

some years ago when the six took its place in all but the smallest sizes, and I consider the appearance of the new Sunbeam highly significant. I think I am right in saying that the last Sunbeam four was the celebrated 1926 14-h.p., a model of which well-worn examples are still eagerly sought for by the knowledge in search of second-hand machines. The new car, which is of 12.8-h.p. and £13 tax, is very like the 25-h.p. in general design, but it has two special features of interest. The first is independent front wheel suspension. This consists of a transverse front spring that carries the front load. The centre of the spring is bolted to the frame (at the front cross-member), so that the movement of each front wheel is controlled by its own half of the spring only, independently of the other. Radius and torque rods keep everything straight and relieve the spring of the twisting effects of braking. It will be very interesting to see how this arrangement behaves. The other special feature is the pre-selector Wilson gear-box, which is connected direct with the engine by a cushion coupling, and lubricated automatically from the pump.

MOTOR SUPPLEMENT

500,000TH MEMBER OF THE A.A.

Amusing Reminiscences Of Early Members

A significant chapter in the history of our times came to an end during the past few days, when the Automobile Association enrolled its 500,000th member and reached on the same day its twenty-eighth birthday.

To a younger generation which has been brought up to consider motors and motoring as among the necessities of life it may come as a surprise to learn that the A.A. was at several periods during its early history on the point of being exterminated by law, almost as if its officials were conspirators guilty at every one of their meetings of unlawful assembly; and that for many years after its inception its small band of scouts and patrols had to make use of secret signs and move about the country as if they were plotters against the policy.

"In those early days," said Sir Stenson Cooke, the secretary of the A.A. to a representative of *The Observer* recently, "motoring was a misery. Law-abiding citizens with cars were constantly finding themselves in conflict with the police, and for exceeding the 30 m.p.h. speed limit—even though he were driving along a wide country road with no one in sight for miles—the motorist was penalised with a £5 fine."

£1,000 A WEEK IN FINES.

"I am not exaggerating when I say that the motorist was on all sides being persecuted by the police and by magistrates on the bench. In one week one county bench alone took £1,000 in fines for exceeding the speed limit. Something, of course, had to be done about it, and that was how the A.A. came into being—as an organisation to protect the motorist from persecution and to determine his status in the eyes of the law."

Sir Stenson, who was knighted this year, was the A.A.'s first secretary, and has remained its secretary for twenty-eight years.

"At the beginning we had no really definite ideas or plans," he said. "We felt something had to be done. That was all. We began in a very small office in Fleet-street, lent to us by a friend, and borrowed a typewriter. When I applied for the job as secretary I had been in a motor-car only twice in my life. My rival for the position actually owned a motor-cycle, a fact which I felt would secure him the job, but oddly enough it didn't."

"One of our first tasks was the organisation of patrol scouts. In those early years we could muster up funds for only six of them. They worked on such main thoroughfares as the Brighton-road—and only at week-ends. They had no uniforms, and their weekly pay-roll came to £3 10s. To-day the weekly pay-roll for patrols is somewhere in the neighbourhood of £10,000. The job of the patrols consisted largely in tracking down police-traps and warning motorists who were members of the A.A. that they had better keep within the 30 m.p.h. limit."

THE STOP-WATCH CLUB

"The patrols had no uniform, only armlets, and their work was not unlike that of an amateur detective. All sorts of devices were employed for detecting police-traps. Perhaps the most ingenious of our patrol-men in those days was one who made the important discovery at Reigate that when a stop-watch was missing from the local jeweller's window, there was always a police-trap in the neighbourhood. He was right, and his theory was never known to fail."

"Another bright idea was worked out in collaboration with the hundreds of garages and repair-shops which were springing up all over the country. We supplied them with a kind of barber's pole fitted with a ball and lanyard. The ball, which was painted yellow, could be pulled up and down the pole. When the ball was at the base of the pole it meant nothing. When it was at the tip of the pole it meant that A.A. members that not far ahead the police were at work on a trap. We had all sorts of difficulties to meet in those days. There were quite a number of people, including many eminent lawyers, who believed that our patrols' warnings against police-traps were illegal, and that we could be prosecuted on that

ground. Questions were raised in Parliament, and on one occasion the Home Secretary went so far as to declare that there could be no doubt that the scouts employed by the Automobile Association as road patrols hampered the police in carrying out the duties which Parliament had imposed upon them, and that if the evil continued it might become necessary for Parliament to intervene for their protection."

Brindisi and thence by boat to Haifa. From there the cars will go to Damascus, Baghdad, and on to Teheran. If permission can be obtained Colonel Noel will go through Afghanistan, but if it is refused he will turn south through Belucistan and then on to Quetta, his destination.

Among those present to see Colonel Noel's departure was the Nawabzada of Tori.

MOTOR BOAT ENGINES

Increased Overseas Business

It was in 1930 that, for the first time, the annual Motor Show at Olympia, London, included a marine and motor boat section, and since then this branch of the industry has become an ever increasingly important exhibit. On the present occasion one of the most interesting stands, particularly from the point of view of Overseas visitors, was that occupied by the British Motor Boat Manufacturing Co., Ltd., of London, Mr. J. W. Shillan, the motor boat expert being the Managing Director. On this stand utility types of both outboard and inboard motors were on view.

Until comparatively recently practically the whole of the business and utility types, was in American hands, and this created an interesting position. Many people concerned with motor boating in the Overseas Empire markets had long been acquainted with inboard engines of British manufacture and had rightly formed the opinion that the best marine engines were of British origin. There arose, therefore, a definite demand for outboard engines of similar nationality for utility purposes, and some idea of the enterprise that has been

shown in fulfilling this demand may be gathered from the record of Mr. Shillan's company.

Thus, the "Britannia" outboard motor has, during the past twelve months, met with phenomenal success and has been shipped to over 50 countries in different parts of the world.

When creating the "Britannia," the first question was to decide on the type and size of engine that would have the widest application, and in this very valuable assistance was received from Overseas enthusiasts. After weighing carefully the various opinions, it was decided that the greatest demand was for an easily portable twin cylinder engine which would be capable of driving a substantial dinghy at a speed of 7 m.p.h., or a light boat of good lines at 10 m.p.h. The present model is light in weight, but develops 4 h.p. at 3,000 R.P.M., and is sold at home at the very low price of £25.

An inboard motor, the Britannia "Middy," is another interesting product of this firm. Outstanding features of this useful little twin cylinder engine are its extreme compactness and the fact that it can be installed in any part of the boat. The whole unit, including the underwater fittings, can be removed from the boat in three minutes by simply unscrewing six wing nuts. A small craft fitted with a "Middy" engine is extraordinarily easy to handle, for it can be turned in its own length, instantly reversed or held dead still against a landing stage with just a turn of the handle.

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HOME FOOTBALL NEWS

How Some of the Games Went

WEST HAM WIN AGAIN

West Ham United moved up to fourth place in the Second Division of the League when they beat Lincoln City at Upton Park on Saturday by four goals to one.

West Ham were given an encouraging start when, in the first few minutes, Reddish, one of the Lincoln City backs, lobbed the ball over the head of his own goalkeeper, but for a little time after that Lincoln City threatened to play good football. The forwards, keeping the ball always on the ground, made several attacks, which, however, they were unable to finish. Then, as the rain came down harder and the light began to fade, the play became more and more scrappy until the end, when it was too dark to follow the flight of the ball or to distinguish the colours of the players.

Watson, by being in the right place at the right time, scored three goals for West Ham, two of them from centres from the left and one after a centre from the right, and it was the ability of Watson to take his chances that enabled West Ham to win. In the defence Barrett played as well as anybody, and Rutherford, in goal, had few anxious moments, but Lincoln City's forwards were very weak, and they have scored fewer goals than any club in English and Scottish Leagues.

Lincoln City kicked off and were the first to attack, but West Ham quickly retaliated, and a beautiful pass by Goulden gave Watson a chance, which was wasted by shooting wide. Then Morton went away on the left and put over a centre which Reddish, in attempting to clear, shot into his own goal. A quarter of an hour later Lincoln made a long attack, in which they missed several chances of scoring, but when West Ham got away Morton took a corner-kick and Watson scored while McPhail and several other defenders were lying in a heap in the goal-mouth.

It was too dark after half-time to see much of what was happening, and there was some ironical cheering when Lincoln City were allowed to attack for the first 10 minutes. Then Tippet got away, and Watson scored a third goal. Kestley reduced the lead soon afterwards when, after a corner-kick, he scored with a shot which hit Barrett hard in the face and slithered out of Rutherford's reach. Ten minutes from the end Watson nodded in a centre from Morton, and that completed the scoring in a game that never came up to expectations. Lincoln City will have difficulty to avoid going back to the Third Division, but West Ham can play much better, and it was lucky for them that they had an "off" day when the opposition was so weak.

The teams were:—
WEST HAM UNITED.—Rutherford, goal; Chalkley and Walker, backs; Anderson, Barrett, and Cockcroft, half-backs; Tippet, Landells, Watson, Goulden, and Morton, forwards.

LINCOLN CITY.—McPhail, goal; Buckley and Reddish, backs; Dodgin, Young, and Mathison, half-backs; Jenkins, Iverson, Kestley, Feeney, and Rowe, forwards.

FIGHTING RANGERS

Twice in the Lead at Bournemouth

The Southern Section leaders went down fighting at Bournemouth, but they could not complain of their fate.

Twice in the first half they took the lead, all against the run of the play, and they were fortunate to be on level terms at the interval.

In the second half the Rangers were the more aggressive side, but they could not break down a magnificent defence, in which Coxford and Randle were the dominating players.

Coen, although a little reckless, made some clever saves from Devine and Emmerson. Bournemouth were much superior at half-back, with Miller and Fallow also touching their best from: and of the forwards, Russell, White and Surtess, played especially well.

For the Rangers Beecham, Ashman and Goodier in defence, and Devine, Emmerson and in attack, were the outstanding personalities.

Four goals came in ten minutes in the first half, through Allen (Rangers), Russell (Bournemouth), from a penalty, Clarke (Rangers) and Coxford (Bournemouth).

mouth) in that order.

Tunstall scored the decider shortly after the interval. It was a magnificently fought game in which the pace never slackened.

ARSENAL OWE IT TO DUNN

The Arsenal won deservedly in a game in which many of the finer points were lacking.

There was plenty of good hefty play but the placing was not always accurate and the combination, particularly of the Villa, displayed a lack of quality.

The Villa have yet to reach their best form this season, and yesterday they were definitely below it.

Waring and Houghton were the only forwards to show Ashley had a poor match, and Cunliffe had fewer chances in consequence.

Gibson was undoubtedly missed at half, although Kingdon did quite well in his place, and Talbot was a hard worker.

Dunne scored the Arsenal's opening goal four minutes before the interval, while in the second half four goals were obtained in the space of twelve minutes.

Waring equalised after 65 minutes, putting through after Houghton had struck the bar with a free kick.

Basin restored the Arsenal's lead in the next minute from a fine centre by Hill, and five minutes later Dunne cleverly tricked Morton and Morton, who had run out of goal, to add the Arsenal's third goal.

But within two minutes Waring headed through from a well-placed corner by Houghton.

The Arsenal owed the match to Dunne and his effective work in the centre. He was constantly in evidence and took a lot of holding, and was quick to seize his chances.

Hill was a great success on the wing, being confident and clever, while James was, as usual, quick and clever.

Basin also was in fine form, and it was in attack that the Arsenal held the advantage.

Jones and Sidey were keen half-backs, Jones particularly tackling well and placing the ball to advantage, while Male was the better of two fine backs and Moss did well in goal.

TWO IN A MINUTE

After a fine struggle which was full of good football, Crystal Palace gained a creditable victory over Clapton Orient.

The introduction of Smith, who was transferred from Brentford on Friday, at left-half, and the decision to place Manders at centre-forward with Simpson on his left, brought great improvement to the Palace.

The Orient also played better than in recent matches. Taylor, given his first chance at centre-forward, was their best attacker, but apart from Rigby he received little support.

Thanks to the soundness of their half-backs, the Orient were dangerous during the first 20 minutes, when Taylor put in several fine shots; but suddenly the Palace gained the upper hand.

They scored two goals in the space of a minute through Manders and Simpson, who headed in centres from Clarke and Turner respectively.

As soon as the second half commenced, Rigby replied for the Orient but Hayward placed the Palace further ahead with a penalty before Rigby again scored for the Orient near the finish.

UNLUCKY LUMBERG

Brighton were lucky to get away with a point, because Southend, although at no time impressive, did most of the attacking.

But those attacks were seldom dangerous, chiefly because the introduction of Wilson, a centre-half, at centre-forward, did not work, and the line lacked finish.

After their team's success at Swindon a week ago, the Southend supporters had hopes of victory; but not only were these unfulfilled, but the game generally was disappointing.

Early on Brighton were unfortunate to lose Attwood with a badly damaged shoulder, and when he resumed 20 minutes later at outside left, Farrell took his place at centre-forward with Jepson inside.

Then, near the end, Lumberg was carried off by ambulance men with a suspected fracture of the right leg.

Several times Farrell was unlucky with shots which went just wide. He was well supported by Monney, who kept Wilson in complete subjection.

Barnett and McMahon went close for Southend, for whom Donovan and Worthy were outstanding in defence.

JAPAN'S BUDGET DRIVE

Hit by U.S. Position

CHANGE IN FLEET PLANS STEALS TALKING POINT OF PROPAGANDISTS

TOKYO.—President Franklin D. Roosevelt's dramatic gesture in announcing this month that the United States main fleet will be ordered from the west coast to the Atlantic in the spring has had a profound effect on Japanese public opinion.

It was considered noteworthy here that the American announcement came just before the Cabinet was scheduled to reach a final decision on the new budget, which, if the Imperial Navy has its way, will include huge appropriations for naval expansion.

AIDS CONSERVATIVES

Some diplomatic observers are inclined to believe that Premier Saito and his associates, who are working to keep the Japanese militarists within bounds, may have suggested to American friends that if the President were to announce a transfer of the United States Fleet to the Atlantic the hands of the Japanese conservative elements, who are strongly opposed to their navy's demands for unprecedented estimates, would be greatly strengthened.

The Imperial Navy had centred a great deal of its appeal to public opinion for approval of its budget demands on the fact that the United States main fleet had been in the Pacific, largely based on the California coast, ever since the so-called Manchurian incident reached acute proportions with creation of the independent state of Manchukuo. Naval propagandists showed the public with warnings that the presence of the United States fleet in the Pacific could mean but one thing: that Washington intended, eventually, by force to defeat Japan's Manchurian experiment. It was argued that the Japanese navy must be kept at a strength greater than United States sea forces if Manchukuo was to succeed.

PROPAGANDA RESUMED

President Roosevelt's action this month cut much of the ground from under the feet of the Nippon "big" navy advocates. Having centred their propaganda largely on the presence of the American fleet in the Pacific the announcement it will be removed, at least temporarily, turned the navy's own arguments against it.

When the news first reached Tokyo the navy professed to consider the American action none of its business but within a few days the old propaganda was resumed that the Navy shifting its demand to one of a "basic change in American policy with regard to the Orient."

The force of the "Big Navy" groups' arguments, however, is not likely to achieve its former proportions.



OUT IN THE DAMP

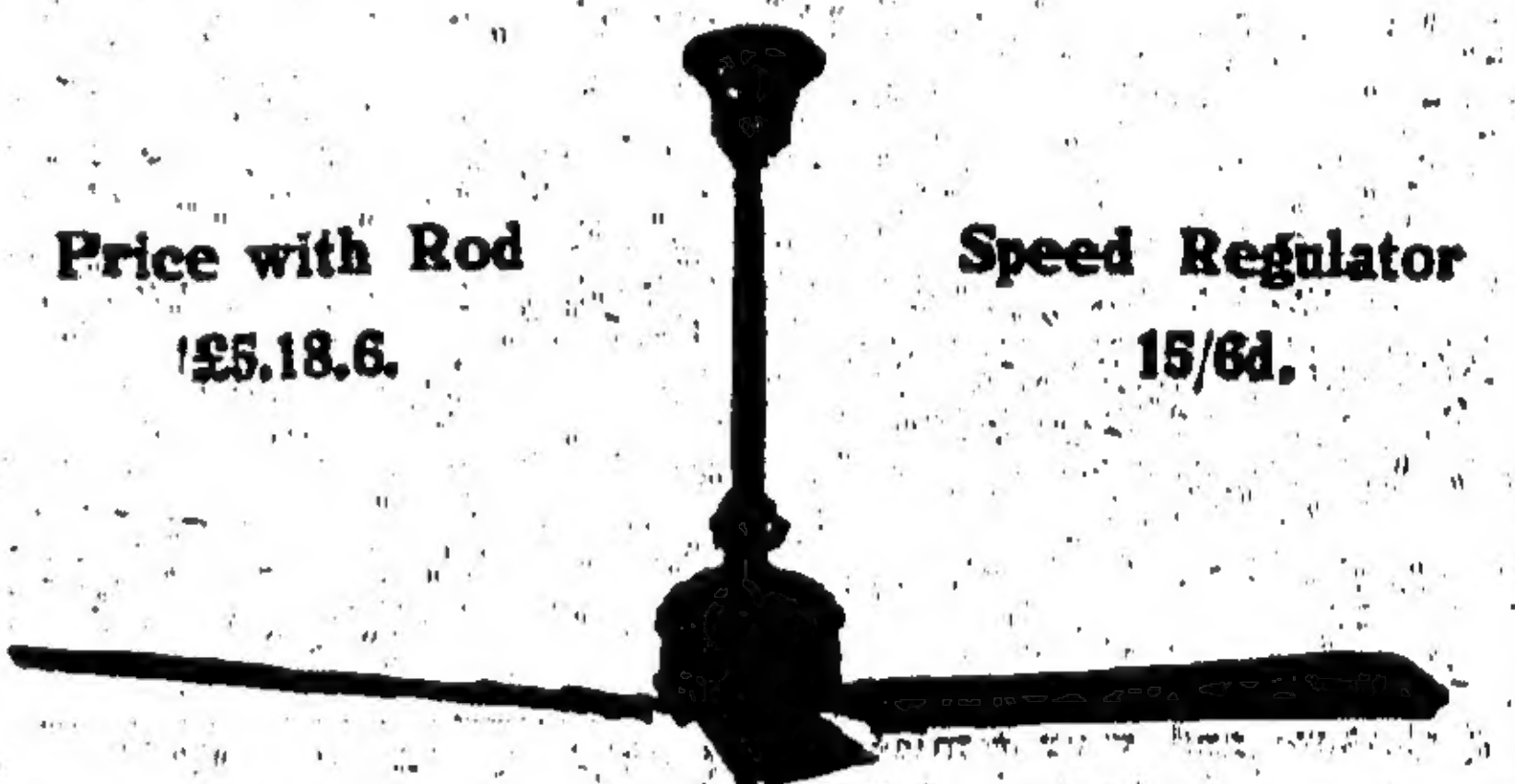
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A UNITED PHOTOPLAY
PICTURE.

COMMENCING TO-MORROW

A SOUL STIRRING HUMAN
STORY ROLLING ACROSS
THE SCREEN IN MIGHTY
HEART-BEATS-OF-A-NATION
IN TURMOIL!Romance that springs
from the soil we love
... Drama wrenched
from the tumult of an
empire in creation!EDNA MAY OLIVER
GUY KIBBEE, Directed
by WILLIAM WELLMAN
David O. Selznick
Executive ProducerANOTHER FILM
PRODIGY

French Boy Actor

(Special Air-Mail Service)

Paris, Nov. 8.
It is claimed of Robert Lynen, the
11-year-old star of "Poil de Carotte"
("Redhead"), the new French film
which comes to the Rialto on Monday,
that he is the greatest actor in the
world.That is a hard saying. But if he can
keep up the form he shows in this
picture he may well prove the world's
greatest child actor. A thin, sharp-
featured little boy, with big wistful
eyes, a sensitive mouth, and a voice of
astonishing variety and colour, he
gives an electrifying performance
which lifts "Poil de Carotte" into the
rank of genuine film art. His
freckles in this film may be purely
synthetic, but his talent is beyond
reproach."Poil de Carotte," based on the popu-
lar French novel by Jules Renard,
is all about a small boy with a cruel
uncle, a neglectful father, and an
odious elder brother and sister. Lone-
ly and harassed, he decides to kill
himself, and is rescued from hanging
in the nick of time by his repentant
father.The story, beautifully acted and
photographed, ends happily, but its
influence on imaginative children with
a persecution complex might be disas-
trous, and I was not surprised to learn
that it has been banned by the Board
of Film Censors.The London County Council, how-
ever, has licensed it for adults (patrons
over 16), and I understand that women
members of the L.C.C. have circularised
people on their lists recommending
the picture because of the lesson it
conveys to parents.TO-DAY AT THE
CINEMA

HONG KONG

King's.
"Devil's In Love."
Queen's.
"Storm at Daybreak."
Central.
"Toys" (Chinese Picture).
Oriental.
"It's Great to be Alive."

KOWLOON

Star.
"Smiling Through."
Majestic.
"Sailor's Luck."
COMINGKing's.
"The Rebel."
Queen's.
"Money for Nothing."
Central.
"The Conquerors."
"The Night of the Garter."Star.
"South Sea Rose."
"Frightened Lady."World.
"Men Must Fight."
"Get Rich Quick Wallingford."Oriental.
"The White Gold Dragon.""STORM AT DAY-
BREAK"At Powerful Story and
Some Good Acting.Dushan, a Serbian, is mayor of
a town just within the Hungarian
border. When the "Archduke
Ferdinand of Austria is assassinated
at Sarajevo, Dushan is there,
and because he is a Serb is threat-
ened by the populace only to be
rescued by a friend, Geza, a Hun-
garian officer.When war is declared Geza visits
Dushan's estate in search of de-
serters. Irina, Dushan's young
wife, hides the men and although
Geza knows it, his friendship for
Dushan and his interest in Irina
induces him to let them go.Geza and Irina fall in love but
neither admits it to the other for
they do not wish to be disloyal to
Dushan. Geza is wounded, and
Dushan insists that he be brought
to his house, but does not under-
stand Irina's reluctance.Incapacitated for further service,
Geza is made military judge of
Dushan's town, but the end of the
war finds Panto, Dushan's former
troublesome steward and the enemy
of both Geza and Dushan, appointed
in Geza's place.Irina and Geza now admit their
love for each other, but again
Dushan stands in the way, as they
cannot betray him. Dushan's sus-
picions, however, have been aroused
and when word comes that the
vengeful Panto intends to frame
Geza as a traitor and have him
shot, Irina's frantic pleading that
he help Geza to escape confirms
Dushan's suspicions, and he refuses.Irina goes to warn Geza and is
found with him by Dushan who
accuses them both but believes them
when, admitting their love, they
deny any wrong doing. Dushan
sacrifices his own life to give hap-
piness to these two people whom
he loves.While they are making for the
border, and safety, Dushan, pre-
tending to aid in their capture,
takes Panto on a mad ride in the
opposite direction and drives his
carriage over an embankment kill-
ing himself and Panto.THE GIRL WITH
THE GHOST VOICELip Service To Film
Stars

Special Air Mail Service

London, Nov. 8.
Everyone knows Anona Winn. But
few people know of her as the girl
with the ghost voice—the girl who is
often heard but never seen, whose job
is to supply the voice while film stars
remain dumb.During the past few months Anona,
who was trained for opera, has sup-
plied the ghost voice for stars in no
fewer than seven pictures.DOUBLED SONGS
Film producers in the middle of a
production often discover that the star
cannot catch the sympathetic ear of the
microphone for her song. Her speech
may be perfect, but there is some
subtle timbre of voice which spoils her
singing."And that is where I come in to
double for the star," said Anona to a
"Sunday Chronicle" representative
yesterday.It is a very difficult and tricky
business, for unless a little deception
is carried out to perfection the whole
effect is ruined.One of the most difficult "ghosting"
tasks ever carried out by Miss WinnFINAL
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DEVIL'S IN LOVEVictor Jory
Loretta YoungVivienne Osborne David Mannors
Henry Gordon Herbert MundinDirected by
WILHELM DIETTEL
Story by
Harry MorleyWith Love In
His HeartHe faced the
danger of death...
going willingly to a
devastating fate...
for the sake of one
who had simple
faith in his cour-
age!

FOX FILM Presents

"THE REBEL"

Wilma Banky Returns
To ScreenWhen Wilma Banky, who triumph-
antly returns to the screen as Luis
Trenker's leading lady in "The Rebel",
coming to the King's Theatre on Wed-
nesday, arrived in the United States
several years ago, she was, although
quite charming enough to delight
hard-boiled New Yorkers, about as
much American as Mussolini. But
just as surely as "The Hungarian
Rhapsody" is coming back to her
comical fans, so has she also arrived
at a complete naturalization in the
land of her adoption.To begin with, she is married to an
American, Rod LaRoque, who, despite
his Gallic name, is as American as
they make them. They have been
married five years and form one of
Hollywood's favorite pictures of happy
married life.When she was rushed over to this
side of the Atlantic to make her
screen debut with Ronald Colman in
"The Dark Angel," Miss Banky's
quaint version of English, as much as
her striking blonde beauty, formed
the subject of much comment in this
country. But by sheer hard work,
which involved intensive reading,
study and practice, she succeeded in
learning to speak English as expertly
and fluently as the best out of Boston.
Naturally there is still the ghost of an
accent but it only succeeds in adding
to her charm.Following her marriage to LaRoque,
Miss Banky renounced her screen
career in favour of domesticity.
But idleness irked her, so when
Universal offered her the leading
feminine role in "The Rebel," she
decided to make a comeback and,
according to advance reports, succeeds
marvelously.A Dinner Dance is being held
at the Repulse Bay Hotel on
Saturday, December 2nd, and a
Tea Dance on Sunday, December
3rd at 4.30 p.m.One case each of small pox,
diphtheria, enteric and two cases
of meningitis were reported during
the forty-eight hours ended Nov-
ember 28.

Gracie on Royalty

Betty followed with "Coax me,
come on and coax me," and Tommy
sang a few lines from "I'm shy, Mary
Ellen, I'm shy," and the first side of
the record finished successfully,
although father would sing, "If you
never miss your mother until she's
laid beneath the clay."Before they left the studios the
H. M. V. recording manager gave
Gracie four envelopes for her brother,
sister, and father. The family found
that they had a \$5 note each."As I record regularly," said
Gracie, "I am on royalty, but as you
are only occasional you get a flat
payment."

AN A.B. IN THE LORDS

Lord de la Warr, the Parlia-
mentary Secretary to the Minis-
try, was also among the visitors
to the show.Lord de la Warr was, I believe,
the first peer to take his seat in
the House of Lords wearing bell-
bottomed trousers.During the war he was mace-
sweeping with the rank of A.B.,
when he succeeded to the title.
He returned from his duties in
A. B.'s uniform to go through the
introductory ceremony.

H. M. V. Studios

(Special Air-Mail Service)

London, Nov. 8.

Gracie Fields, her brother, Tommy,
her sister, Betty, and her father and
mother had a Christmas party yester-
day in the H. M. V. studios at St
John's Wood, London.The family greeted each other in
front of the microphone, and Gracie
gave her mother a kiss. The record-
ing engineer popped out of his room
and shouted, "It sounded like a
thunderstorm. You are too close."A few kissing rehearsals took place.
Mother sang, "My mother's name
was Mary," and the family joined in
the first chorus till father interrupted
by starting to sing, "You never miss
your mother." Cries of "Shut up!"
put an end to that.

Gracie on Royalty

Betty followed with "Coax me,
come on and coax me," and Tommy
sang a few lines from "I'm shy, Mary
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introductory ceremony.What No One in the
World Knows?

Special Air-Mail Service

Hollywood, Nov. 8.
Hollywood's biggest letter-box does
not belong to a star. It belongs to a
man who is never seen on the screen—
"Uncle" Carl Laemmle, the veteran
producer.From his earliest business days he
has been a strong believer in sending
and receiving letters. In 27 years he
has built up probably the biggest cor-
respondence on record.Each night before he retires, no
matter where he is, "Uncle Carl"
reads from 50 to 100 letters, selected
by two "fan mail" secretaries as the
best of the day's arrivals.Often he takes the letters to bed
with him and reads until he falls
asleep.His only motive in so doing is to find
out what the public wants most in its
pictures. But when asked whether
this heavy correspondence has taught
him what the public really wants,
"Uncle Carl" only smiles."It will always be a gamble," he says.
"No two persons agree on what is good
and what is bad in pictures. The best
that production can do is to sense
future likes and dislikes. The man
who actually knows public opinion
does not live."That is the verdict of Hollywood's
oldest and most experienced producer,
and it helps to explain why Hollywood
producers follow one another like sheep
when one of them has a big success.
The public is incalculable.Clara Bow is busy denying rumours
that there is a coolness between herself
and her husband, Rex Bell. All that
happened was a slight argument over
a dog, she explains, and she won
because the dog is now in residence at
the Bow-Bell house.The next film—for Boris Karloff,
the English actor, will be "Bombay
Mail," in which he will appear with Ed-
mund Lowe. Karloff is now finishing
his "Patrol." After "Bombay Mail" he
will again return to "horror" roles,
this time in "The Return of Frankenstein."Another bestseller has been snapped
up for the screen. This time it is a
German novel, Hans Fallada's "Little
Man, What Now?" Universal has
bought it."Showboat," which was one of the
first successful talkies, is to be made
into a talkie again, thus revealing how
hard up Hollywood is in the way of
stories Frank Borzage, one of Holly-
wood's three most highly paid direc-
tors, will handle the production.FILM STAR CHANGES HER
NAME

Special Air-Mail Service

London, Nov. 8.

Miss Joan Blondell, the film star, has
caused a surprise in Hollywood by
announcing that she is to make her
films under the name of Joan Barnes.Miss Blondell was recently married to
Mr. George Barnes, a cameraman. Old
residents in the film colony (states
Reuter) say that it is the first time a
film star has changed the name under
which she became famous.

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EVLIN'S

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A new white Waistcoat with square cut lapels.

Tailored from Figue or Marcella fabrics, our new Backless Dress Waistcoats offer a wide range from which a man can easily select a style he prefers.

Exact fit is assured by a choice of several fittings to each chest measurement.

Each Waistcoat has a tab in front to fasten to the top trouser button.

The backless Waistcoat—single or double-breasted is the most popular.

MACKINTOSH'S LTD
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COUGH LINCTUS
HIGHLY RECOMMENDED FOR COUGHS, COLDS ASTHMA, BRONCHITIS AND ALSO VERY EFFECTIVE FOR THE PROTECTION OF THE CHEST AND THROAT, ETC.

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Just received a new Stock of American Factory Rebuilt Royal and Underwood Typewriters, 10", 14" and 18" carriages.

Look and work like new Typewriters at one third the cost of a new machine.

All Typewriters guaranteed for twelve months.

COMMENCING TO-MORROW AT THE CENTRAL

THEIR WAS AN EMPIRE BORN OF TEMPESTUOUS DAYS AND NIGHTS OF LOVERS' DREAMS.—



WITH A CAST OF 5000

Out of the crowded hours they lived has come a tidal drama deep as human passion... soaring to the skies!

AN RKO RADIO SPECIAL

ECHOES OF 1859

56—Correspondents Of 75 Years Ago

(JULY 28, 1859).

We insert the following as a matter of course. We would suggest to the writer the propriety of seeking the acquaintance of Lindley Murray and Noah Webster.

BUSIBODIES.

We learn that on Monday and Tuesday night some of the so-called American Aristocracy in their night spruces have assumed the authority of Harbour Master. By ordering the ships in the harbour to send down their top G. mast after midnight hours. They succeeded so well with the English ships on Monday night that on Tuesday night the same misdemeanour was practised on American ships. The English captains finding it to be a hoax, have made their complaints to the Harbour master, he of course has looked upon this as a purgery of the laws of the port, has ordered all the ships in the Harbour to send down their Top G. mast. For it is well known that when the ships were ordered to Kowloon side, that several Americans went to the Harbour Master and asked if he would permit vessels to lay with their top G. masts up, the request was granted and left to the options of the

masters. We trust that this will be a lesson to all mischief makers who no doubt think they have done a smart trick.

With ill luck to all trouble makers—We remain, yours, American.

To The Editor of the "Daily Press."

Sir,—Through the medium of your widely circulated journal I would call the attention of the officials of this place to a dangerous nuisance that exists, in allowing people to keep flower pots on the abutments of their verandahs. In passing by a Mercantile Store in Queen's Road on Friday last, there was a large flower pot came down by the run, from the top story of that building and fell within a few feet of my path, and certainly if it had struck me, it would have either killed me on the spot or have done me a material injury. If people keep plants for their own pleasure, they ought to have them in a secure place, so as not to endanger the lives of the inhabitants, passing by; or have a proper railing to protect them from the boisterous state of the weather.

Yours truly,
A CITIZEN.

CHINA'S CHANGE OF POLICY IN MALAYA

Large Chinese Delegation To Meet New Consul-General

Nearly a hundred Chinese mostly representatives of the Singapore Chinese Chamber of Commerce, the Hakkas General Association and other public bodies in Singapore, met Dr. Philip K. C. Tyau, the new Chinese Consul-General to Singapore on Saturday morning when it came alongside the Tanjong Pagar wharf.

Among the Chinese delegates were Messrs. Lam Man-tin, President of the Singapore Chinese Chamber of Commerce, Lim Keng-lan, Vice-President of the Chamber, Tan Hong-kwei, Yang Yat-tin, Li Tek Cho, Li Jui (Vice-Consul in Singapore) and others.

After interviewing Chinese and foreign newspapermen, Dr. Tyau, accompanied by his wife and son, proceeded to the Chinese Chamber of Commerce at Hill Street, where a reception was held in his honour.

Dr. Tyau, who chatted merrily with all those around him, said that, to enhance the interests of the overseas Chinese in this part of the world, the Chinese Government had changed its policy regarding the control of the various Chinese Consulates in Malaya. The Consul-General in Singapore would handle all affairs, while other Chinese Consul in Malaya having matters to bring up before the local Government would refer them to the Consul-General in Singapore, who would take matters up himself, instead of separate action as before.

CHINESE PROBLEMS IN MALAYA

In answer to questions Dr. Tyau said that he would do his utmost to tackle the questions of unemployment among the Chinese in Malaya, their education, trade and other interests, but he must first study conditions before submitting a report to the Chinese Government with recommendations, and upon receipt of Mr. Nanking's instructions he would act. He considered that the most urgent matter to be attended to was the question of pushing Chinese goods outside China.

With regard to the rumours about Mr. T. V. Soong's disagreement with Marshal Chiang Kai-shek, he asked the people not to believe them. Mr. Soong resigned because he needed a rest and because of the financial crisis which had arisen in Nanking.

The new Consul-General will assume office to-day, together with the new Consul for Singapore, Mr. See Shaochen.

Dr. Tyau's last appointment was Minister to Cuba and Panama. He served as the chief secretary of the Chinese delegation to the Washington Conference in 1922, as Dean of the Tsinghua College, Peking in 1920 and as a member of the Revision Committee in the Chinese Foreign Office which was formed with the sole purpose of revising certain treaties with foreign powers. He was editor of the Peking Daily News and the Peking Leader.

Besides taking a keen interest in Y.M.C.A. work, he is a sportsman. He led the tennis team of the London University when he was in England many years ago. He held the tennis championship of North China for some years, and the golf championship for a term.

Dr. Philip Tyau told the Free Press he was convinced that the Chinese people were fast realising their national shortcomings and were determined to co-operate in developing their country, welcoming foreign assistance.

Businessmen would be behind any attempt to solve the internal situation.

Discussing Sino-Japanese relations, the new Consul-General said:

"The Chinese Government does not recognise Manchukuo but at the same time it does not feel sufficiently organised to take steps to recover that territory."

"However, the Japanese have ceased further aggression and the situation does not call for any more resistance."

"We are hopeful that through the local authorities, peace will be maintained wherever the two nations come into contact."

"Nevertheless no Chinese Government could stand one day in power if it opened up negotiations for peace with Japan without first insisting that Manchukuo should be returned."

STRIKE ON BANK SITE

Shanghai Labourers Stop Work

The introduction of a European tally system is believed to be the cause of a strike at the site of the construction of the new bank, when about 270 Shanghai labourers downed their tools yesterday. The strike, however, is expected to be of brief duration.

The workmen have been accustomed to taking their orders from a Chinese foreman, who in turn is responsible to the Chinese labour contractor. This system has been adopted till now when the excavation work is commencing and it was decided that the European system of check-in at the entrance gate at a certain hour would be more suitable. A high wooden fence has been erected around the site and entrance is now only possible through large gates. The locally engaged labourers, with the exception of those men who are quartered with the strikers, were working on the site as usual yesterday.

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired but as evidence of good faith.—Ed.]

BAN ON RAFFLES

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—I shall be thankful if you will kindly allow me space to deal with a matter of exceptional public interest.

The ban recently imposed by the Government of this Colony on raffles, especially that sponsored by the Society of St. Vincent de Paul, is, to my mind, both an injustice to the poor and decidedly unjustified in the case of this well known charitable institution.

Apparently, the sole reason advanced by the Government, is that in cases of this description, the procedure adopted by the Society in disposing of the tickets was tantamount to a nuisance, and, perhaps, may have been a contravention of the law.

Books of tickets, it is alleged, are sent to the heads of firms uninvited, with the request that they be disposed among the staff. If this were the main objection, surely there could have been an official communication to the Society concerned, instead of the present drastic legislation which, may I point out, in no wise controls that other evil, more potent of social corruption, the surreptitious sale of lottery tickets, etc., which the Colony is so foully flooded.

Had a more liberal and fair-minded attitude been adopted by our worthy Councilors, and had the matter received the lucid and broadminded consideration that is its due, the cause of Charity, as well as the aims of common-sense, good government, and self-respect, would have been well-served, as well as protected and advised.

In the circumstance, however, and with the deference to our present administrators, is it too much to hope that such a bald contradiction of reason will be remedied as soon as possible, in order to save the fair name of this Colony in the Century of progress and intelligent development which mainly concerns us because we have to live, forsooth, in its sometimes embarrassing broadmindedness.

Yours etc.,
SOCIAL JUSTICE.
Hongkong, November 27.

TRAIN DELAYED

There was a delay of almost an hour in the train which left Sums-chun at 6.19 on Sunday night. The delay was believed to be due to leaking boiler tubes which necessitated a stop at Shatin Station.

A large number of Volunteers were returning from Camp on the delayed train as well as a number of golfers.



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Indigestion Debility Neuralgia Faintness Malaria
Indigestion Mental Exhaustion Loss of Appetite Brain-fag Headache
Sleeplessness Maternity Weakness Lassitude Nerve Shock Anaemia
Exhaustion Weak Digestion Neuritis Rheumatism Sciatica

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In our neat assortment of Afternoon, Evening, Woolen Knitted & Sport Dresses, Autumn & Winter Coats, Fur Coats, Jackets & Caps.

French Novelties.

Reslow Hats.

All at reasonable prices.

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18, Queen's Road, Central.

Phone 25611.

Do you ever suffer from Headache, Cough, Cold, Rheumatism, Neuralgia, Gout, Sore-throat, Toothache, or Asthma? If you do, will you allow us to solve the question of securing a cure, of course, a permanent one, and put an end to these dreadful enemies of humanity? Or do you like to be handicapped in society, in business or in your daily association with your strong, stout friends? For your own good, we would strongly advise you to have an open mind, and to make use of what you can call your true companion, instead of waiting for the time when you are attacked by disease, the youngest daughter of Mr. Fortune. When you are living and enjoying the gifts of nature, this unseen thief creeps into your system, and ruins you physically and mentally. Our preparation THE TIGER BALM, which has nothing to do with animal fat, or any injurious substance, will safeguard your interest. When you are in trouble, just pay a few copper coins, and the next moment you will find that this world of sorrow and pain is suddenly changed to one of peace and prosperity.

ENG AUN TONG
Hong Kong Branch, Office,
26, Bonham Street, East.

THE TIGER MEDICAL HALL
Head Office in Singapore.



SCENE SHIFTED TO CHEKIANG

Three Divisions Moved To The Border

FUKIEN CHIEFS AT LOGGERHEADS

A dramatic turn in the Fukien revolt situation occurred yesterday when General Yao Tsung, aide-de-camp to General Chiang Kai-shek, arrived in Hangchow, by aeroplane from Nanchang. General Chiang's headquarters. His object is to inspect defence positions on the Chekiang-Fukien border where Nanking troops are being concentrated to counter any move north by troops of the new Fukien Government.

A message from Foochow reported that Gen. Tsai Ting-kai, Commander of the 19th Route Army, who has been named chairman of the Military Council of the "People's Government" in Fukien, called Gen. Shen Kuang-han and Gen. Tan Chi-sui, high officers of the Army, to his headquarters for a conference on the military preparations on the northern Fukien border. It was reported that Gen. Tsai would leave for northern Fukien if necessary.

According to reliable information, Gen. Lu Ti-ping, Chairman of Chekiang Provincial Government, has been appointed Garrison Commander of Chekiang and Kiangsu to deal with the Fukien revolt. As the majority of Gen. Lu's troops have been transported to Kiangsi to participate in the anti-Communist campaign, Gen. Chen Cheng's troops numbering eight divisions have been put under the command of Gen. Lu. Three divisions of Gen. Chen's troops are reported to have taken up positions in southern Chekiang, while other divisions are being rushed from Chekiang-Kiangsi border to strengthen the defences.

GEN. CHIANG IN NANKING
General Chiang Kai-shek arrived in Nanking from Nanchang yesterday evening, travelling by gunboat. It was learned from reliable sources last night. It is reported that he intends to call a conference of Government leaders to discuss measures to deal with the Fukien situation.

Information from Chinese naval circles here stated that cruisers of the first squadron of the Nanking navy stationed in Woosung and Kiaochangmiao, Nantao, are prepared to leave for the south. Vice-Admiral Chen Chi-ling, and Vice-Admiral Li Shih-chia are at present in Shanghai, awaiting orders from Nanking.

PRECAUTIONS IN SOUTH

Gen. Chang Sheng-chun, Pacification Commissioner of Southern Kiangsi, arrived in Canton yesterday on behalf of Gen. Chiang Kai-shek, and is to prevail on Gen. Chen Chi-tang, powerful Kuangtung military commander, to take concerted action with Nanking to deal with the Fukien situation.

At a military meeting held by Gen. Chen Chi-tang and his generals yesterday, it was decided that the defence lines on southern Kiangsi be shortened, while troops stationed in eastern Kiangsi and western Fukien are to be ordered back to Kuangtung to strengthen the defences along the East River. Attention of the south-west politicians is at present focussed on the attitude of Gen. Li Tsung-jen and Gen. Pei Chun-hsi, two commanders of Kuangsi troops. Telegrams from Fukien reported that they were sympathetic with the new Government, while a spokesman of Kuangtung declared that they are in full accord with Gen. Chen Chi-tang.

GENERAL CHIANG'S APPEAL

Nanking, Nov. 23.
The Chinese papers this morning publish a lengthy manifesto from Gen. Chiang Kai-shek to the rank and file of the 19th Route Army, denouncing the Fukien rebel chiefs and urging the army to remain loyal to the Government and to maintain their original positions against the Communists.

After several days of conferences, the Government has finally taken definite steps towards the development in Fukien.

At this morning's meeting of the Central Executive Committee, it was decided to expel Gen. Chen Ming-shu, Gen. Li Chi-sen and Mr. Eugene Chen from the Kuomintang. No steps will be taken against the others involved in the Fukien rebellion pending further investigation.

MARTIAL LAW IN CHAPEI

Precautionary Measures Against Rebels

Beginning 9 o'clock last night, martial law is in existence in all the Chinese territory under the jurisdiction of the City Government of Greater Shanghai, and will not be lifted until 9 a.m. to-day. The proclamation was made yesterday afternoon following

ing two hours' deliberations among representatives of the Shanghai District Kuomintang, the City Government, and the Shanghai and Woosung Garrison Headquarters.

The action was taken by the authorities pursuant to Nanking instructions to take precautionary measures which are deemed necessary following the establishment of the People's Government in Fukien. It is feared that Communists, who are working with the new organisation, may create disturbances in important cities under Nanking's administration.

Despite the proclamation of martial law, normal traffic is being maintained in the Chinese territory. Additional police constables are, however, stationed in all the important crossings, and suspicious-looking pedestrians and vehicles are subjected to police search.

CHINESE PRESS ON FUKIEN

Movement Not Expected To Last Long

Commenting further on the Fukien situation, the "Min Pao" urges that in the interest of peace and national unification the Government should adopt drastic measures.

The rebellious activities of the Fukien leaders against the Party and the State as well as their alliance with the Communist bandits, the journal points out, are now incontrovertible facts. Just when the successful conclusion of the bandit-suppression campaign is in sight, an opportunity is provided to the bandits to prolong their depredations. The rebellion in Fukien, however, does not represent the wishes of the people of that province, but is engineered by a few malecontents for the furtherance of their unholy ambitions.

In view of these circumstances, the journal recommends that the full measure of punishment should be meted out to the rebels, there being no ground whatsoever for leniency towards them.

Continuing, the "Min Pao" voices the national sentiment against the recrudescence of domestic disturbances. In order to offer effective resistance against foreign aggression, the domestic affairs of the state must first be put in order. The rebels working against the wishes of the people and trusting everything to their stars are merely seeking self-annihilation. The recent revolt of General Fang Jien-wu is a case in point. In order to safe-guard domestic peace and tranquillity, the Central authorities must adopt drastic measures in dealing with the crisis.

WEAKNESSES EXPOSED
The "Chung Hua Jih Pao," after expressing confidence that the revolt in Fukien will fizzle out sooner or later just as many other revolts have failed in the past, points out the inherent weaknesses of the so-called "People's Government."

Firstly, due to the motley composition of the bogus government disension among its ranks is bound to arise in the near future. Secondly, its alliance with the Communist bandits will inevitably lead to the fall of the entire province of Kienlin into the hands of the "Reds." Thirdly, the movement is not supported by Kwangsi and Kwetchow, and is categorically condemned by Kwangtung. Fourthly, due to the economic depression in Fukien, the financial difficulties of the "People's Government" will soon become insurmountable, thereby leading to its bankruptcy and collapse. Lastly, due to the geographical proximity of Fukien and Formosa, international complications are likely to arise.

In view of these circumstances, the journal warns the revolt in Fukien is bound to give rise to both domestic and foreign difficulties, thereby jeopardizing the very foundation of the State.

In conclusion, the "Chung Hua Jih Pao" refers to the immediate tasks of the National Government, namely, bandit suppression and active reconstruction. The nation must not give way to fear or apprehension, but should ed due to co-operate with the Central Government for the accomplishment of its tasks. Kuo Min.

NAVAL DEPARTMENT IN FUKIEN TAKEN BY REBELS

Nanking, Nov. 22.

Following the declaration of independence of Fukien, the various Government organs, and in parti-

THE OVERSEAS LEAGUE

Pending Visit Of Mr. Lisle Carr

Information has recently been received in the colony that Mr. Lisle Carr, Travelling Secretary of The Overseas League, will very shortly be visiting Hongkong.

Mr. Lisle Carr, succeeded Mr. Eric Rice in this post of special emissary for the league, the latter gentleman being well-remembered locally not only for his efforts on behalf of The Overseas League, but also in his official capacity as secretary to Sir Reginald Stubbs, one time governor of the colony.

Whilst Hongkong is probably one of the most important places in the Far East from a point of view of fostering the aims of the League, it is not only this colony that Mr. Carr is visiting; his itinerary is an extensive one covering practically every important place from India to Japan.

Although he is due to arrive here probably about the middle of December, the actual date of his coming or how long he will remain in Hongkong is not known.

We are informed by the local Hon. Sec. of the Overseas League however that an effort will be made to entertain Mr. Carr during his stay, the entertainment to take the form of either an afternoon "At Home" or an evening reception. In the event of this happening the rendezvous will be the Helena May Institute.

The date of the function will be announced later, and local members, of whom it is surprising to learn there are some four hundred, are asked to attend with their friends to meet and welcome Mr. Carr in this way helping to make the forthcoming entertainment as successful as the previous one held under similar circumstances on behalf of The Overseas League.

Information on the above can be had on applying to the Hon. Sec. of the League at the Helena May Institute, and a further announcement will appear at a later date in this paper.

It may be that individual members of the League will be interested to ascertain Mr. Carr and information in respect of this also can be had on application to the Hon. Secretary Miss D. W. Westland, Helena May Institute, and facilities afforded to those members.

CHIEF JUSTICE ISSUES WARRANT

On Application of Official Receiver

On the application of the Official Receiver, Mr. W. J. Lockhart Smith, an order for the arrest of Chow Pik-Yuek of the Sui Fung Pawnshop was made by Mr. Justice Wood sitting in Bankruptcy jurisdiction yesterday.

Chow Pik Yusk, after having been notified to do so, failed to attend the Bankruptcy Court on Saturday last for his public examination. Mr. Lockhart Smith read an affidavit which he had filed which stated that Chow had been informed by letter previously that if he failed to attend the Court for his public examination he was liable to be committed to prison without notice.

HONGKONG BENEVOLENT SOCIETY

The Hong Kong Benevolent Society wish to acknowledge with gratitude the following donations sent in memory of the late Mrs. Dora Bell:

Sir William and Lady Peel	10.00
Mr. and Mrs. E. Cock	5.00
Mr. and Mrs. E. E. Lindsey	5.00
Mr. and Mrs. E. C. Fredericks	10.00
Mrs. R. Matland and N. G.	
Mr. and Mrs. F. Redmond	5.00
Mr. and Mrs. Le Fevre	10.00
Mr. and Mrs. C. L. Sander	5.00
Mr. and Mrs. T. M. Walker	10.00
Mr. and Mrs. T. E. Pearce	10.00
Mr. and Mrs. H. F. Sommers	5.00

cular the naval organs in that province have been taken over by the insurgents.

In an interview, Admiral Chen Shao-kuan, Naval Minister, stated that the 14 naval offices in Fukien including the Mamo Fort Headquarters, Amoy Fort Headquarters, the Naval Academy, the Naval Dockyard, the Naval Aerobatics Bureau at Amoy, and the Headquarters of the Marines have been occupied by the rebels. However, the various gunboats remain unaffected. He denied that the two brigades of marines have been alarmed.

As to this attitude towards the Fukien movement, he said that he is acting strictly by the instructions of the Central Government. Kuo Min.

ADM. F. B. UPHAM IN COLONY

Visits H. E. The Governor and G.O.C.

The Commander-in-Chief of the U.S. Asiatic Fleet, Admiral F. B. Upham, arrived here on Sunday afternoon on board the U.S.S. Isabel from Canton, and shortly after arrival he was transferred to his flagship U.S.S. Augusta.

Yesterday morning the Augusta fired a salute of 21 guns which was replied to from Blackheads Fort. This was followed by a salute for the C-in-C of the China Squadron, His Excellency Admiral Sir Frederic C. Dreyer, K.C.B., C.B.E. The reply salute was fired from H.M.S. Suffolk.

Admiral Upham, accompanied by Captain J. B. Agen, U.S. Navy, Lieut. Comdr. C. J. Moore and Mr. Douglas Jenkin, Consul-General for the United States, arrived at Government House at 10.54 a.m. to pay an official call on His Excellency the Governor, Sir William Peel. He was received by a Guard of Honour from the 1st Bn. South Wales Borderers under Lieut. J. Jordan.

At 11.15 a.m. the Admiral paid an official call on His Excellency the G.O.C., Major-General O. C. Borrett, at Flagstaff House, where he was met by a Guard of Honour under Major H. St. G. Thoyts.

His Excellency the Governor and His Excellency the G.O.C. later returned the call.

ANOTHER PLANE ACCIDENT

Vicomte De Sibon's Misfortune

We have been informed by the Naval authorities that a message had been received from Wuchow to the effect that a plane, containing Vicomte De Sibon, touched telegraph wires when she took off for Hongkong yesterday. She landed safely and repairs are being erected by members of the Kwangsi Air Force who arrived this morning by air.

WORKER'S BUILD OWN HOMES

New Scheme Arranged in Germany

A novel experiment is being prepared by the Organisation of the National-Socialistic Workmen's Front in Germany with the object of giving industrial workers an opportunity of acquiring a piece of land and an own dwelling near the town where they are working. A space of land of 1000 sq. metres with a dwelling house, and the necessary premises is required for each family. Sufficient land owned by the communities or the towns is available almost everywhere. The workmen in question shall take leave for half a year and give their position in the meantime to an unemployed, whilst they themselves shall be obliged to work 12 hours a day in erecting the buildings, living on the site for that time. The cost of the buildings will be kept comparatively low hereby. Half of the sum required is to be provided by the organisation, a quarter by the State and the rest by banks giving mortgages. The latter shall be redeemed by monthly instalments from the workmen after their return to their work. Undoubtedly this scheme is of great importance, as workmen hitherto living in crowded mansions in the towns would hereby be turned into owners of property, thus not only are they provided in a cheap way with a dwelling in healthy surroundings but also additional means of subsistence by making proper use of the land.

THE BISHOP OF LONDON

Not having seen the Bishop of London since his bad illness in the summer, I was prepared to find him a good deal changed when I was bidden to lunch at Fulham.

On the contrary, he seemed, despite his 75 years, to be as abounding in vitality as ever. His activities are as manifold as always.

One of his nieces who is staying there told me that if she wants five minutes' talk with her uncle she has to write him a note the day before to fix an appointment.

I gathered, by the way, that the Bishop's illness was much more severe than most people realised. There was a stage when his life was very alarmingly in the balance.

SWATOW NOTES

Swatow-Canton Road Completed

(From Our Own Correspondent)

Swatow, November 24.
Recently the inauguration of this important highway took place. On Saturday a few more buses arrived from Hong Kong, making a total of ten so far imported. On inspection give me the impression that these are secondhand buses, though thoroughly overhauled.

This highway connecting Swatow to Cheung Muk, on the Canton-Kowloon railway line, is said to be over two hundred miles in length. Intending travellers to Canton will first have to cross the harbour by boat or launch to Chaoyang, which is the starting point so to say. The bus then proceeds via Poo Ning and Hui Lai before coming to Hoihung. The last named town is the terminus for the time being. From there the travellers change bus to take them to Cheung Muk to catch the Kowloon-Canton express. It is believed that, after the 29th November, the connecting point will be as far as Wai-chow.

As this mode of travelling takes roughly twelve hours to reach Canton, it cannot be said to be a fast service for the trip by river steamer to Hongkong requires another night, or four hours from there by train. It seems only convenient for those who are subject to mal-de-mer. To what extent it will be patronised cannot be foreseen yet. For the present, the rich class cannot be induced to travel overland, taking into account fears of banditry and kidnapping. On the other hand, the fare of \$12 is too high for the poorer classes of people. A system of protection for travelling has been mapped out by the government. Each town in which the bus touches will be responsible for the protection to be offered, and a near on-guard authority that armed guards will be placed on board the buses all the time. Guards concerned will travel and hand over to the guards at the next station, catching the return bus back to the town for whose protection they are responsible—the same process all along the route.

Long distance telephone Wireless telephone between Swatow and Canton is becoming very popular; the charges are moderate. Those who desire to instal independent sets of their own may do so upon paying a registration fee only and not paying to the government telephone office further speaking charges.

PAYING OUT ON A CODE WORD

Interesting Case in Summary Court

An interesting case which has been occupying the Summary Court for some time, was continued before Mr. R. E. Lindsell yesterday afternoon.

The case was one in which a man named Wong Wing Lee sued the Eu Yan Sang firm for \$700, the defendant having paid out a draft for \$700 to one Wong King Sau.

Mr. M. A. da Silva represented the plaintiffs and Mr. M. K. Lo the defendants.

The plaintiffs also sued a third party, represented by Mr. F. H. Losby, who had guaranteed the bona fides of the man who had drawn the \$700 against the draft.

The case for the plaintiffs was that a draft, which was payable by the defendants had been paid out by the latter to Wong King Sau without production of the document, but merely on the drawer giving the bank a secret pass word. Later the owner of the draft came along with the document and found that it had been drawn.

A yesterday's hearing, the case for the plaintiff having been closed, Mr. Lo submitted that there was no case for the defence to answer since the passport got to the knowledge of Wong King Sau because of the fact that Wong King Sau and the plaintiff went together to issuing bank. The plaintiff knew all the time that Wong King Sau had been aware of the passport. Mr. Lo submitted that the bank took all the necessary precautions in the case and they were justified in paying out on the secret code word. He said that it was the custom of Chinese banks to do so.

Mr. Silva argued that the bank should not have paid until the draft was produced. He submitted that the draft was as important as the code word.

Both sides argued at some length on the law of estoppel and when the Court rose, Mr. Lindsell indicated that the plaintiff's action did not appear to him to constitute sufficient negligence in law to cause estoppel to arise. He therefore held there was a case to answer and the case will be continued on Thursday next week.

New styles in PULLOVERS and SLIPOVERS.



We have received many new styles this season, a particular nice line in Pullovers with a turn down collar in striking designs, is very smart for Golf and other Sports wear. Then there is the new "JAEGER" Tweedover in real tweeds, donegals, etc. The backs are made of knitted wool while the fronts have the neatness of a cloth waistcoat.

Pullovers and Slipovers with Stockings to match are another pleasing feature, also knitted and gaberdine Jumpers with Zip fasteners.

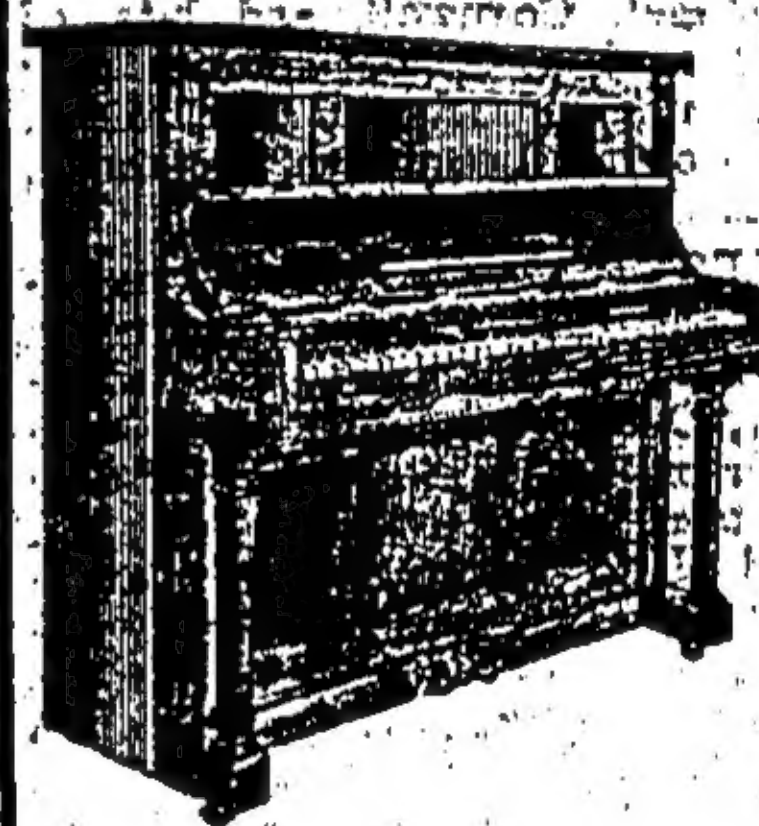
White Ankle Socks, Golf and Riding Gloves, Stockings in plain and fancy patterns are in the latest styles.

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NEW ADVERTISEMENTS

BRITISH MEDICAL ASSOCIATION.

THE Clinical Meeting arranged for Wednesday, 29th November at 9 p.m. in the Government Civil Hospital has been Cancelled.

JOHN DURRAN,
Hon. Secretary.

[2027]

THE OPEN CONTRACT BRIDGE TOURNAMENT

THE Committee of Management has decided to play the first round of this Tournament on the 11th December at 5.30 p.m., and on the 12th December at 8 p.m., at the Sports Club.

Contestants may notify the Hon. Secretary, Mr. M.E. Politt, c/o A.H. Potts, Bank of Canton Building, of their preference on or before the 30th November, when entries will be closed.

[2022]

THE HONG KONG JOCKEY CLUB.

NOTICE.

THE NOVEMBER HALF YEARLY GENERAL MEETING OF VOTING MEMBERS will be held at the Club House, Happy Valley, on Tuesday, 28th November, 1933, at 5.30 p.m.

All members are cordially invited to attend, and participate in any discussion which may ensue.

By Order of the Stewards,
C. B. BROWN,
Secretary.

Hong Kong, 18th November, 1933.

[2002]

THE HONG KONG JOCKEY CLUB.

THE FOURTEENTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 2ND DECEMBER, 1933, commencing at 2.00 p.m.

The First Bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.

No One without a Badge will be admitted to the Members' Enclosure.

Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (Both including Tax) are obtainable through the SECRETARY upon the personal application of a Member, such Member to be responsible for all visitors introduced by him, and for Payment of All Chits, etc.

The Secretary's Office, 3rd Floor, Gloucester Building, (Tel. 27794), will close at 12 O'Clock Noon.

Badges admitting to Members' Enclosure, will NOT be on sale at the Race Course.

On No Pretext will Children be permitted in either Enclosure during the Meeting.

Thames are obtainable at the Club House, provided they are ordered from the No. 1 Boy in advance. Telephone 31820.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted Half Price.

Bookmakers, Tipsters, etc., will not be permitted to operate within the Perimeters of the Hong Kong Jockey Club during the Race Meeting.

By Order,
C. B. BROWN,
Secretary.

Hong Kong, 27th Nov., 1933. [2024]

GREEN ISLAND CEMENT COMPANY LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of Green Island Cement Company Limited, held at Exchange Building, Victoria, in the Colony of Hong Kong, on Thursday, the 21st day of September, 1933, a Call of \$3.75 per share was made upon all the members holding shares who names appear in the Company's register of shareholders on the 21st day of September, 1933, upon which only \$3.75 per share has been paid, and it was determined that such Call should be paid on the 15th day of December, 1933, to the Company's Bankers, The Hong Kong & Shanghai Banking Corporation, at their Head Office, Queen's Road Central, Victoria, aforesaid.

Upon presentation at the Office of the Company of Bankers receipt for the payment of such Call, together with the Certificate of Shares, a note of the payment will be endorsed on the Certificate.

Dated this 21st day of September 1933.

By Order of the Board,
ALLAN KEITH,
Secretary.

1997]



If your vision becomes blurred and printed matter seems to dance before your eyes, if spots appear before your eyes and they throb or seem to jump when you are working.

DON'T BLAME YOUR GLASSES.
In nine cases out of ten it is your eyes which are wrong.

IF YOU VALUE YOUR SIGHT
You must look after your eyes as you do your teeth.

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THE WONDERFUL NEW EYE LOTION

Will keep your eyes fit. OPTREX Eye Lotion is antiseptic and at once relieves all irritation, congestion and strain of the eyes. It produces no harmful after-effects even after prolonged daily use.

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MARRIAGES.

DONALD-HUDSON.—On September 14, 1933, at Longbeach, Kootenay, B.C., Canada, Alfred Herbert Hewitt Donald, second son of Mr. and Mrs. A. Donald, Tintagel, Cornwall, and late of Shanghai, to Sheila Frances, only daughter of Mr. and Mrs. A. P. Hudson, of Longbeach, Kootenay, B.C.

WALES-WATSON.—The marriage will take place at the British Consulate, Shanghai, on Saturday, December 2, 1933, at 11 a.m. between Evelyn, Anne Bruce Watson, third daughter of Mr. and Mrs. G. Watson, of Caterham, Surrey, and Charles Douglas Wales, second son of Mr. F. J. Wales, of London, and the late Mrs. Wales.

DEATHS.

FRANKLIN.—At the Victoria Hospital at 4.15 p.m. on November 27, 1933 Arthur Cawte Franklin, aged 58 years. Funeral will take place at the Crematorium Causeway Bay at 4.30 p.m. to-day (No flowers by request).

LAWSON.—At Guildford, England, on November 4, 1933, J. A. Lawson, of acute typhoid fever, aged 24.

Editorial and Business Office: 11, Ice House Street, Tel. 20251.
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London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, NOVEMBER 28, 1933.

COMMENCE IN BRITAIN

Those who study the weekly traffic returns of the railways of Great Britain will know that the receipts of the companies are given under three heads—passengers, merchandise, and coal and coke. Of these by far the most important is the section "merchandise," as the bulk of the revenue of British railways is derived from the carriage of general goods. Incidentally, the figures under this head are among the chief indices of trade, and it is for this reason largely that the recent improvement in these figures has engendered an optimistic view of the immediate outlook for British industry. The student who makes a closer inspection of these statistics will have noticed that those for September of this year reveal that in three out of the four returns issued the London and North Eastern Railway is shown to have had a larger revenue from the carriage of "merchandise" than any of the other three companies.

As this company in the last few years has suffered the greatest decline in revenue, it is of interest to ask the reason for this welcome reversal of its fortunes. The clue to this answer is to be found in the fact that the railway in question serves the districts of Sheffield and the North-East Coast. It is in Sheffield and in the north-east coast towns, like Middlesbrough, that are situated the chief iron and steel foundries of Great Britain, and it is on the success of this industry that the prosperity of the L. and N.E. Railway largely depends.

There is a definite improvement in the British iron and steel industry to-day. Steel makers in Britain are more sanguine of the future now than at any time in the past three years. To a considerable extent the improvement is due to the protective tariff that the industry now enjoys, but there is a parallel movement in America and on the Continent which shows demand is of a world nature, arising from a partial dissipation of the great slump. Steel, being a basic material, is required for many purposes, but there is no doubt that a large part of the present demand can be traced to three or four specific industries.

There is first, and foremost, the now highly prosperous motor industry. Side by side with this has gone the building of new roads and the modernising of old ones, both of which activities involve the construction of new bridges, now generally made of steel. Then, too, there has been a renaissance of shipbuilding, always a large consumer of steel. The railway companies, encouraged by rising receipts, are placing orders for renewals. Finally, the British Government's campaign against the slums is leading, and will increasingly lead, to demands on the producers of ferrous metals, for more and more the old wooden window frames are replaced by metal ones.

Iron and steel statistics are gathered and published every month in Great Britain by a body called the National Federation of Iron and Steel Manufacturers. These show the tonnage output of pig-iron and of steel ingots and castings. The latest figures are for August this year and show that in that month the output of pig-iron was 342,700 tons and for steel ingots and castings 551,330 tons. These figures, especially

OBITUARY

Death of Kowloon Dock Official

MR. A. M. SIMPSON

The death occurred yesterday morning of Mr. Andrew M. Simpson, superintendent of the Shipbuilding department of the Hongkong and Whampoa Dock Company Limited.

Mr. Simpson was 52 years of age and had been in the service of the Dock Company for more than twenty years. During his residence in the Colony he earned for himself a host of friends.

He had been ill for more than two months and for a time was a patient in the Kowloon Hospital.

A native of Dundee, Mr. Simpson was unmarried. He was a keen sportsman, and was at one time prominent in lawn bowls circles, while during the war he was a member of the Volunteer Defence Corps.

The funeral takes place to-day at 5 p.m.

A whist drive which had been arranged to take place at the Kowloon Dock Recreation Club last night was cancelled as a mark of respect.

LINK WITH THE PAST IN SINGAPORE

Death Of Mr. J. H. Tatlock Of Tin Fame

One of the first members of the now internationally-known Straits firm, the Straits Trading Co., Ltd., Mr. J. H. Tatlock, died in Italy on November 3, according to a message received from London.

Straits Traders was started in 1838 under the style of "Sword and Muhlenghaus," and in the following year it was turned into a limited concern. Mr. Henry Tatlock joined the firm only four years later and in 1901 was appointed one of the first managers of the Perak branch.

Mr. Tatlock went to Europe on long leave four months before the outbreak of the Great War, having been twenty-three years with the company. The war broke out and he did not return. Mr. Tatlock, for years one of Perak's best-known hostesses, was a German by birth.

Mr. R. Prescote Gibbs

London, November 27.
The death occurred to-day of Mr. R. P. Gibbs—Reuter.

The late Mr. R. P. Gibbs was born in 1887 and was educated at St. Edward's School, Oxford also in Germany, Italy, France and Spain. He entered the Civil Service by competitive examination in 1899, he then went to the Straits Settlements where he passed examinations in Tamil and Malay. He was a Magistrate and Justice of Peace, Singapore 1892; District Officer of the Province of Wellesley, 1894. In 1900 he passed an examination in Hindustani. He was Government Emigration Agent for Trinidad, Fiji, Mauritius and Jamaica, 1903; for British Guiana and Natal 1908 and for all British Crown Colonies 1913. The late Mr. R. P. Gibbs retired in 1919.

those for pig-iron, are, of course, behind the respective monthly averages for the pre-war year, 1913, and the post-war 1920, but they show a decided improvement on those for August last year, when the figures were 529,000 tons pig-iron and 361,500 tons steel. They also show an advance on the average monthly outputs for the whole of 1931 and 1932.

While a large part of the present demand for raw iron and steel is for home consumption, transactions with foreign customers have been larger and more numerous than of late. The value of exports of iron and steel in August this year was £2,432,000, as against £2,249,000 in August, 1932, an increase of 8.1 per cent.

One very definite pointer of expanding trade generally is the advance in the price of scrap iron. For several years the scrap steel market has had to cope with the larger quantities of steel obtained from the salvaged ships of the late German High-Sea Fleet, sunk at Scapa Flow. With the raising of the last of these vessels (a most noteworthy salvage feat, by-the-by) this mass of scrap metal overhanging the market disappears. The drying up of other sources of scrap iron and steel is also another indication that a large part of the "rationalisation" of industry peculiar to the last three or four years has been achieved.

NATIONAL LEADERS

ON UNITY

Premier Praises Co-operation Of Colleagues

"TOGETHER FOR THE DURATION"

Special Air Mail Service

London, November 8.

On the eve of the resumption of Parliament Mr. Ramsay MacDonald, Mr. Baldwin and Sir John Simon spoke recently at a luncheon at the Trocadero Restaurant, at which they were the guests of the National Labour Committee.

The Prime Minister, who was enthusiastically greeted, spoke at the outset of the ecclesiastical flavour of the gathering. "There are three of us," he said, "separate in our functions but united in our general policy."

PARTY POLITICS A CRIME

"I think," he proceeded, "we can safely say that the three of us who are your guests this afternoon have formed a combination forced almost against our will by the circumstances—a combination, however, which we believe was necessary, a combination which I know not one of us is going to lift a little finger to break up so long as there is national need for its continuance." (Cheers.)

"It is a combination which has contributed great good to our country, a combination which when it was made over two years ago was the greatest standing force in the whole world."

Only those who had been in personal contact with the leaders of other nations—financial and political leaders—knew what the effect of the three parties pulling together had had in the world.

"The moment that this country was served by the co-operating parties, that moment there was a chance of settlement in the rest of the world," said Mr. MacDonald.

"To-day the British National Government remains as the greatest, steady influence in the whole world, both in trade and in confidence."

That was so, he went on, in spite of all the secret talk about manœuvres of war or any other untruths which their opponents seemed to set up for the purpose of snatching votes. When the time came for the story of these last years to be written by men of calm judgment their children would read it without a blush, and not a doubt

would steal into their hearts. It had been the very success of the Government that had made those attacks possible.

He would like to see the Opposition broadcast its imaginations if the finances of this country were still upon an uncertain basis. What would they have had to say about peace if the Government had not striven month after month to maintain peace?

A NATIONAL PROPAGANDA.

He admitted that the National Government had been a little careless about their own propaganda. (Fear, hear.) They had had to look after the work, and to go about the country telling the truth of what they were doing had to be postponed.

"Nevertheless," he added, "we have been remiss, and we must rectify that remissness. The National Government requires a national propaganda." (Cheers.)

Mr. MacDonald went on to advise his hearers, in regard to "two or three of what are called the popular newspapers," to cut out their flaring headlines announcing this or that—there was a characteristic one that morning, he said—and keep them for a month, and then turn back. (Laughter.)

"I can only compare them," he said, "to an old grouse which has been put away in a larder on a hot day in the summer and forgotten until its odour invades the dining-room." (Renewed laughter.)

"Out of nineteen such important double column statements,"

Local and General

The speaker at to-day's meeting of the Rotary Club will be Mr. E. Bacci, who will discourse on "How to learn a language."

Mr. Sit Kok Sin, one of the greatest actors in China, and certainly one of the best female impersonators in the South is ill in hospital.

The British Legion representative at Singapore was paid \$50 by the King of Siam on offering the latter a poppy on Armistice Day.

We have been informed that His Excellency the Governor and Lady Peel will be the guests at a luncheon party to be given by Admiral F. B. Upham, the Commander-in-Chief of the United States Asiatic Fleet, at the Repulse Bay Hotel this afternoon.

Sentence of four months' hard labour, and 12 strokes, was passed on Li Chee, who was charged at the Kowloon Magistracy yesterday for snatching a hand-bag from a Chinese lady in Woosung Street yesterday evening. He pleaded guilty to the offence.

In spite of the employment of extra watchmen at the site of the old Bank premises, quite a number of petty larcenies took place. Yesterday Mr. Balfour sent a deaf mute to prison for one month for stealing several iron bars, while two women were fined \$30 each, or in default one month's hard labour for stealing a quantity of wood.

When a Chinese youth was charged before Mr. Wynne Jones yesterday with riding a bicycle to the danger of the public by carrying a passenger on the cross bar, His Worship dismissed the defendant with a caution. The Police officer in charge of the case was told that the Court in future would like particulars of the size of the passenger, the congestion or otherwise of the road, etc.

The new building of the Central University Library in Nanking, known as the largest in that city, was completed on Monday, built at a cost of \$200,000. The building, which will be thrown open to the students a month later, is capable of accommodating 500 persons.

Two former police chiefs of the Berlin Police Force have been appointed to posts as reorganisers of a police force in China, according to a London report on the work of the Refugee Assistance Fund which is trying to find employment for refugees from Germany.

The Marchess and Marchess Marconi arrived in Mukden from Japan via Chosen, on November 25. An elaborate tiffin party in honour of the distinguished visitors was being prepared under the auspices of Manchukuo Government for the day after their arrival.

At the Crown Land office yesterday, Kowloon Inland Lot No. 3143, situated at the junction of Tam Kung Road and Sung Wong Toi Road was sold by public auction to Mr. Mark Chun San of 123, Tam Kung Road at the upset price of \$3,255. The land has an area of about 4,340 sq. feet, and the annual rental is \$50. Kowloon Inland Lot 3329 which was also put up for sale was withdrawn, no bidding having been offered.

"The Committee of the Victoria Recreation Club wish to express their appreciation and thanks to the following:—The Kowloon Golf Club for placing two lighters at their disposal, Capt. W. J. Andrews for superintending the mooring and transportation of the lighters and gear, etc. The Whampoa Dock and Messrs. Butterfield & Swire for supplying launches, Mr. A. J. Easer for the use of the "Snipe" as flagship and to all the officials whose kind services had so much to do with the success of the Regatta last Saturday."

NEWS SUMMARY

Our wireless programme for Z.B.W. appears on page 4.
Rugger teams for the Navy during the week appear on page 10.
We have received list of Naval Appointment by special Air-Mail from London which is given on page 7.
Mr. Ramsay MacDonald, Mr. Baldwin and Sir John Simon were guests at a luncheon at the Trocadero. All three addressed the gathering in notable speeches. An account which has arrived by Special Air Mail is given on page 7.

A first hand report of the Fukien situation is given on page 7.
Yesterday Hockey matches have all been summarised on page 10.

An inquiry was held at Kowloon Magistracy yesterday into the death of a three-year old Chinese who met his death in the recent fire in Tsau Wan.

An interesting claim on a Chinese bank draft was heard at the Summary Court yesterday.

The death occurred yesterday of Mr. A. M. Simpson, superintendent of the shipbuilding department of the Kowloon Docks. The funeral takes place to-day.

he added, "seventeen were absolutely fictitious. The great trouble is our people have no memories; let us supply that defect."

The Prime Minister welcomed Mr. Kenneth Lindsay, the victor of the Kilmarnock by-election. He could find no one, he said, who believed that there was any chance of retaining the seat, but some of them were determined that Kilmarnock was going to be kept. Kilmarnock was one of the greatest blows that the Opposition had received and one of the greatest encouragements to the National Government. It had shown them how to keep their majority, go through the next General Election and retain the power for the next period of Parliamentary Government.

"The condition of the world now," said Mr. MacDonald, "means that any attempt to return to party government—which is bound very soon to become partisan government—is not only a mistake, it is a crime."

Concerning dictatorships, he said there was a secret in what success they had achieved. Dictatorship had managed somehow—the fact stared us in the face—in making the soul of a nation live. It had awakened something in the hearts of people which had given a new vision and a new energy to pursue national affairs.

Here in this country the three parties were in co-operation. "Can we," he asked "gather round us the young men and women? We must," he declared, "we cannot stand where we are. That is our problem." Those who were in

(Continued on Page 12.)

For the convenience of their clients, Messrs. Lammer Bros. will open a Kowloon Branch Sales Room, at No. 35, Hankow Road, Ground Floor, on December 1st, 1933.

Excusing himself from a game of mah jong at his home at 14 Bowring Street, Kam Hon, a Chinese employed at the Naval Yard, walked out of the house on Friday night and had been missing since.

When Kwok Kam Wing, a young man of 32 was charged with harbouring a girl of 15, he indicated that he was prepared to marry the girl. He was remanded 48 hours. The Police added that the girl's parent was agreeable to the daughter marrying the defendant.

Prince Tokugawa, who was for over 30 years President of the House of Peers in Tokyo, will be entertained by the Japan Society at a dinner to be given in his honour at Claridge's on Tuesday, November 14. Sir John Simon will speak.

As a result of the Benefit dance held by the Petty Officers of H.M.S. Midway at the Garrison Lecture Hall last week, \$776.18 was collected. The Benefit dance was held in order to raise funds for the widow of the late Petty Officer Sells, who was killed in an accident at Weihaiwei.

The need to establish factories for the manufacture of artificial silk in order to meet the competition of foreign products, emphasised in a petition submitted to the Kiangsu and Chekiang Silk Merchants' Association to the Executive Yuan, asking that \$200,000,000 from the American wheat and cotton loan be set aside by the Government for this purpose. The petition points out that artificial silk from Japan is cheaper than domestic silk.

SIBERIAN EXPRESS

DASTARDLY ACT BY
BANDITSTRAIN LEAPS FROM RAILS AT
50 M.P.H.Many Passengers Feared
Killed And Injured

Harbin, November 27.

The Trans-Siberian express with six hundred passengers aboard was wrecked by bandits, forty miles east of Tsihsihar. It is feared many were killed and injured.

The bandits unbolted the rails with the result that the train, travelling at fifty M. P. H., leapt from the rails and somersaulted down the embankment. The bandits fired on the passengers who were endeavouring to escape from the overturned coaches. A number of passengers, it is reported, were kidnapped.—Reuter.

DESPERADOES ATTACK TRAIN

Shanghai, January 27.

Incomplete reports reaching Shanghai show that an express train was derailed by bandits a hundred miles west of Harbin late last night, when several coaches were overturned. Desperadoes then attacked the train, but after a hard fight, were driven away by Japanese guards, of whom two were killed. It is reported, without confirmation, that there were many casualties. Whether the train was en route to Harbin or Manchuli is not stated.—Reuter.

Reports reaching Tokyo show that the derailment occurred at 9.40 p.m. between Lamatiensu and Shaokasota. The train involved being en route to Manchuli.

Some reports state that no Japanese passengers were hurt, while others state that nine from fifty passengers were injured when the train overturned.

The Japanese passengers included Major-General Takanami, Commander of the First Cavalry Brigade who was not injured. No mention is made regarding foreign passengers.—Reuter.

UNEMPLOYMENT
IN AMERICAFigure Now Reaches
10,076,000

Washington, Nov. 26. Unemployment figures totalled 10,076,000 in October, according to Mr. William Green, President of the Federation of Labour.

Average wages were 4 per cent. higher and the cost of living 5 per cent. higher than in September.—Reuter.

THE BALKANS
BLOCTriple Pact
Reported

Belgrade, Nov. 28. In furtherance of recent negotiations for the consolidation of the Balkans bloc, the Turkish Foreign Minister has arrived here to sign a Pact of Friendship, Arbitration and Non-Aggression between Turkey and Yugoslavia.

A triple pact between Yugoslavia, Greece and Turkey is foreshadowed.—Reuter.

SIAM CUSTOMS

New Director-General
Appointed

Bangkok, Nov. 20. Phya Chaisurind, director-general of customs, has retired after a long period of service and is succeeded by Phya Sevok, who was director of the imports section.

AMERICA'S
LIQUOR QUOTASBased On Years
1910 to 1914

New York, November 27. The import quota for foreign spirits and wines to be established on December 5, will be on the average imports from 1910 to 1914 and will continue until February 2. Beer imports will be unrestricted, and special provision will be made for post-war countries.—Reuter.

WRECKED

THE FUKIEN
IMBROGLIOWang Ching Wei in
Optimistic Mood

Nanking, November 27. Tai Chi Tao, President of the Examination Yuan, to-day confirmed the Government is sending delegates to Hongkong to interview Hu Han Min, and other political centres with a view to concerting action against Fukien, but that the choice is not yet settled.

Wang Ching Wei read to the Executive Yuan a telegram from Chiang Kai Shek saying, that despite the Fukien imbroglio the anti-Communist campaign will be prosecuted in accordance with original plans.

Wang Ching Wei compared the Fukien movement with Yuan Shih Kai's abortive monarchical attempt, and predicted the Foochow regime would be soon be crushed.—Reuter.

ARREST OF CHENG MING
SHU ORDERED

Nanking, November 27. The National Government has ordered the Executive Yuan of the National Military Council to effect the arrest of Chen Ming Shu, Li Chi Shen and Eugene Chen.—Reuter.

COLONIAL SERVICE

Promotions and Transfers

Special Air Mail Service

London, Nov. 8. The following promotions, transfers, and appointments in the Colonial Service are announced:—Allwood, H. E. (Works Manager, Nigerian Railway), Chief Mechanical Engineer, Sierra Leone Railway.

Barton, C. J. J. T. O.B.E. (District Officer), Senior Assistant Colonial Secretary, Kenya.

Bayles, H. E. (Treasurer, Trinidad), Treasurer, Tanganyika.

Brown, A. O. (Senior Master), Inspector of English Schools, Hong Kong.

Burns, A. (Assistant Conservator of Forests), Assistant District Commissioner, Sierra Leone.

Cordner, Miss E. (Senior Nursing Sister, Gambia), Senior Nursing Sister, Nigeria.

Crawford, R. P. L.R.C.P., L.R.C.S., D.T.M. and H. (Medical Officer), Senior Medical Officer, Nigeria.

Cundell, J. L. (Deputy Clerk), Clerk of Resident Magistrate's Court, Jamaica.

De Kretzer, H. K. (First Assistant Director of Public Works), Deputy Director of Public Works, Ceylon.

Hamilton, A. T. (Master), Senior Master, Hong Kong.

Harragin, W. (Attorney-General, Nyasaland), Attorney-General, Kenya.

Jones, W. J. A. (Secretary for Native Affairs), Chief Commissioner, Northern Territories, Gold Coast.

Kenahan, O. E. (Supervisor of Customs, Gambia), Collector of Customs, Nigeria.

Leider, T. D. (District Engineer), Second Assistant Director of Public Works, Ceylon.

Lee, H. B. D.S.O., M.C., M.B., B.S. (Medical Officer), Specialist, Nigeria.

Longland, F. (Deputy Provincial Commissioner), Provincial Commissioner, Tanganyika.

Milne, H. O. (late Assistant Inspector of Police, Kenya), Assistant Inspector of Schools, Second Assistant Director of Education, Jamaica.

Nicoll, Major F. A. B. (Deputy Commissioner of Police), Commissioner of Police, Tanganyika.

Oakley, P. D. M.R.C.S., L.R.C.P., D.T.M. (Deputy Director, Medical Service, Gold Coast), Director of Medical and Sanitary Service, Sierra Leone.

Parr, Miss M. K. (Nursing Sister, Gold Coast), Senior Nursing Sister, Gambia.

Popham, H. B. M.B.E., (Commissioner, Cyprus), Administrator, Dominica.

Price, W. J. (Second Assistant Director of Public Works), First Assistant Director of Public Works, Ceylon.

Robins, G. H. (Police Probationer), Assistant Superintendent of Police, Ceylon.

Selwyn-Clarke, P. S. M.C., M.D. (Assistant Director), Deputy Director, Health Service, Gold Coast.

Shaw, Miss M. E. (Nurse Matron, St. Vincent), Nursing Sister, Bahamas.

Smart, L. M. (Deputy Traffic Manager, Tanganyika), General Manager, Gold Coast Railway.

Thomas, H. W. (Provincial Commissioner), Secretary for Native Affairs, Gold Coast.

Thompson, A. (Assistant Mycologist), Mycologist, Agricultural Department, Malaya.

Webb, A. H. (President, District Court, Palestine), Puisse Judge, Kenya.

NEW FRENCH
CABINETFormed by M.
Chautemps

Paris, November 27. M. Chautemps, the Radical Deputy, has succeeded, in forming a Cabinet. In personnel, however, it differs very little from that of the Government which has just resigned.

All the members of the Cabinet, with the exceptions of M. Marchandau and M. Reynaldi held office in the last Government. M. Reynaldi served in the Herriot Cabinet of 1924.

M. Jacques Stern, M. Lisbonne, M. Pietri and M. Abalgardy who were in the Sarraut Cabinet, lose their places.

NEW LIST OF MINISTERS

The new list of Ministers follows:—

M. Chautemps, Premier and Minister of the Interior.

M. Paul-Boncour, Minister for Foreign Affairs.

M. Reynaldi, Minister of Justice.

M. Bonnet, Minister of Finance.

M. Daladier, Minister of War.

M. Sarraut, Minister of Marine.

M. Pierre Cot, Air Minister.

M. Dalimier, Minister for the Colonies.

M. Marchandau, Minister of the Budget.

M. de Monzie, Minister of Education.

M. Paganon, Minister of Public Works.

M. Laurent Eynac, Minister of Industry and Commerce.

M. Queuille, Minister of Agriculture.

M. Lamouroux, Minister of Labour.

M. Ducos, Minister of Pensions.

M. Minier, Minister of Posts and Telegraphs.

M. Israel, Minister of Public Health.

M. Prot, Minister of Mercantile Marine.

—Reuter.

SILVER MARKET

(From Our Special Correspondent)

London, November 27. Following are the Silver Quotations on the London market to-day:—

Spot 187 1/2

Forward 187 1/8

The London on New York cross rate to-day closed at £-U.S. 5.183.

—Reuter.

RESTRICTION OF
RUBBERRumours Regarding
Batavia Conference

Batavia, November 27.

According to well-informed circles the introduction of a quota system is probable as the outcome of the rubber conference as the majority is for an ad valorem system.

It is unlikely the quota system will be used long preparation, but the opinion in some quarters is that it will take at least six months.—Reuter.

LONDON STOCK
MARKETOperators Holding
Aloof

London, November 27.

Sterling on New York was quoted at 525, and on Paris 84-7/16.

Idle conditions prevail on the Stock Exchange. This morning operators holding aloof, pending more definite news concerning the French political and financial situation.

Generally values show little change from Saturday's closing levels. British Funds were well maintained. German Bonds firm. International steady, home industrial quiet, gold being quoted at 125/34.—British Wireless.

MORE UNIFORMS FOR
GERMANYFestive Dress Designed For
Working Population

Berlin, November 19.

With the introduction of a distinctive dress for workers, the whole German nation before long will be wearing some kind of uni-

KIDNAPPERS LYNCHED

Infuriated Mob Smash
Prison DoorSEQUEL TO MURDER OF BROOKE
HART

November 27.

San Jose, California.

The two alleged kidnappers of Brooke Hart were dragged out of prison and lynched from a tree in St. James' Park. Despite the use of tear-gas bombs, the police were powerless to quell the rush by the infuriated mob, the leaders of which used an improvised battering ram to smash the prison door. Both men were badly beaten, the Sheriff being also knocked unconscious and sent to hospital.

The lynching follows vigorous agitation for the enforcement of a new law making kidnapping a capital offence.—Reuter.

San Jose, Later.

Mr. Rolpha, Governor of California, declared to-day, that the lynching "is the best lesson California has ever given the country. We have shown the country that California is not going to tolerate kidnapping."—Reuter.

[A message from San Jose on November 17 stated:—

It was revealed yesterday that Brooke Hart, Junior, son of a wealthy merchant, who was recently kidnapped, has been murdered by his captors.

Two suspects have been arrested, one of whom is alleged to have confessed that Hart was beaten to death, and his body thrown into San Francisco Bay.]

MORE HOPEFUL
OUTLOOKOn Disarmament
Problem

London, November 27.

Visits paid by the French Ambassador in Berlin to Herr Hitler, and by the German Ambassador in Paris to the Quai d'Orsay are regarded as a preliminary to the exchanges of views between the individual governments to prepare ground on which the Disarmament Conference might resume its work.

The Bureau of the Conference last week postponed the meeting of the General Commission as it appeared to the powers represented that there was good reason for providing a period in which parallel and supplementary efforts might be made, and in his speech on Friday the British Foreign-Secretary stated that in the view of the British Government these exchanges should be conducted through diplomatic channels in the form of bilateral conversations.

It is fully recognised that there are great difficulties in the way of negotiation of arrangement for provision of security and regulation of armaments which would be regarded as generally acceptable, but further conversations are now expected to take place and results will be awaited with much interest.—British Wireless.

A CAUTIOUS BUT HOPEFUL
MOVE

London, November 27.

A cautious, but hopeful, move towards a direct Franco-German discussion is indicated in to-day's Times' dispatches from Berlin and Paris, interpreting the respective conversations in both cities between M. Poncelet and Herr Hitler on the one hand, and the German Ambassador and the Quai d'Orsay on the other.

Berlin opinion takes M. Poncelet's move as a sign France is coming round to the German's advocacy of direct diplomatic negotiations and hopes are simply classified that a convention may emanate dealing with security and regulation of armaments.

Paris treats the move as circumpectly requiring precisely defined conditions, but the meetings at least are regarded as a "prelude" to direct talks and are considered as of first class importance on that score.—Reuter.

A RUMOUR DENIED

London, November 27.

Reuter is officially informed that there is no foundation in the Morning Post's report that the British Government intends to rent a house in Nanking for the British Minister.—Reuter.

Herr Ley, the leader of the Labour Front, comprising all workers from university professors to cobblers, to-day ordered all members to wear a "festal dress" of dark blue colour, composed of a double-breasted coat, long trousers, a military cap, a white shirt and collar, and a black tie and shoes.

This "dress of honour" is to be worn by every German working man in order to label him as a fully qualified member of the German people's society.—Reuter.

OLYMPIA MOTOR
CYCLE SHOWThree H. P. Diesel
Unit On View

London, November 27.

At the cycle and motor-cycle show at Olympia, which was opened on Saturday by Mr. Oliver Stanley, Minister of Transport and which will be continued until December 2nd, many types of three-wheel machines are displayed.

A five horse-power Diesel power unit, which is adaptable to one of these models is on show.

Previously the seven horse power was the smallest Diesel unit made and this was principally for stationary work or for motor-boats.

It is estimated the new unit will enable a three-wheeler to cover 55 miles for a fuel cost of four pence.

Motor cycles on the show are said to be smarter, quieter and cleaner than their predecessors. Buyers are attending the show from many foreign countries.—British Wireless.

VESSEL'S MAST
SNAPS OFFOne Dead, Two Hurt
On French Bunder

Canton.

Killing a Chinese stevedore in its fall, the steel foremast of the China Navigation Co's s.s. Chung-king, 1,311 tons net, snapped off clean a few feet above the deck-line yesterday morning when lifting a heavy boiler from the wharf into her hold. Two other Chinese stevedores were injured.

The boiler, which weighed over twenty tons, was being lifted by the Chungking from the wharf opposite Messrs. Butterfield and Swire's head offices at about nine o'clock yesterday morning, and was to be placed in the ship's No. 2 hold, to be taken up to Tientsin. The hold had been specially prepared to receive it: that section of the hold immediately below the hatchway being left empty, while around this had been stored bags of flour, to prevent the boiler moving.

The heavy boiler had been lifted by the crane on the foremast over the side of the ship, and was about to be lowered when, with a rending crash, the mast broke and fell to the starboard side of the ship. The boiler went over the side in to the muddy waters of the Whangpoo, and at present lies at the bottom. Efforts will be made to salvage her, to-day, and are expected to be successful.

A Chinese stevedore working on that side of the ship was killed by the mast as it fell, and two others were injured either by snapping cables or other causes but both escaping death by a miracle.

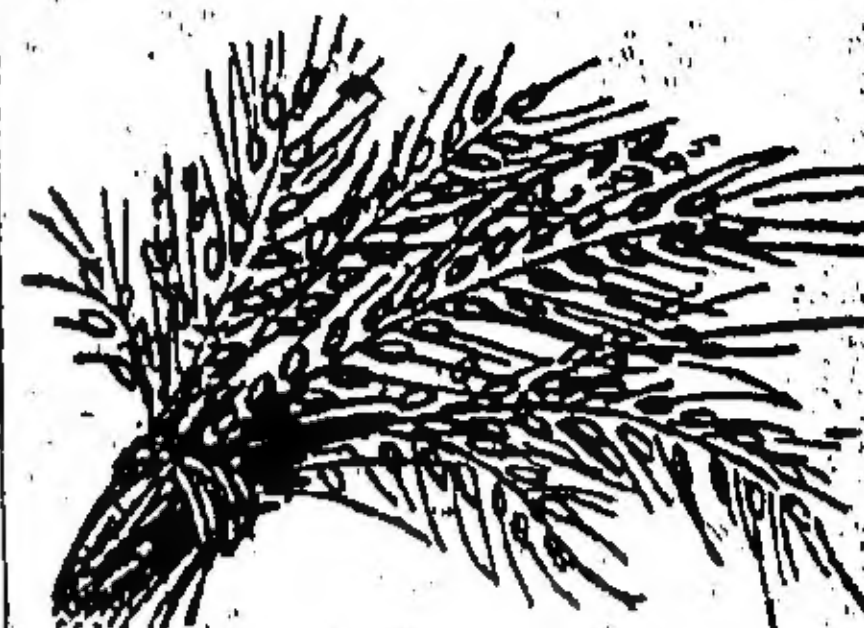
OXFORD'S NEW
CHANCELLOR

London, November 27.

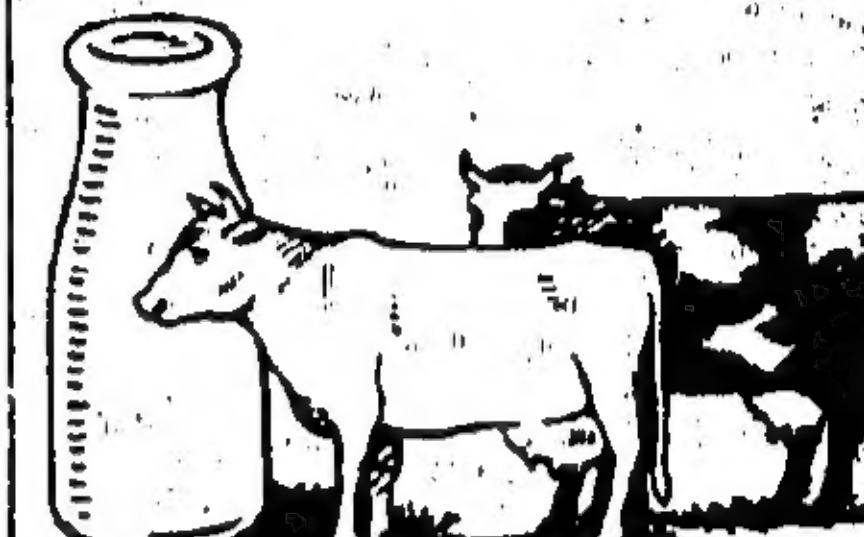
The formal election of Lord Irwin as Chancellor of the University of Oxford took place on Saturday.—British Wireless.



New Laid Eggs



Pure Malt Extract



Creamy Milk

and Cocoa for
flavouring only

are combined

in scientifically

correct

proportions

in

OVALTINE

which

does NOT

contain

Starch

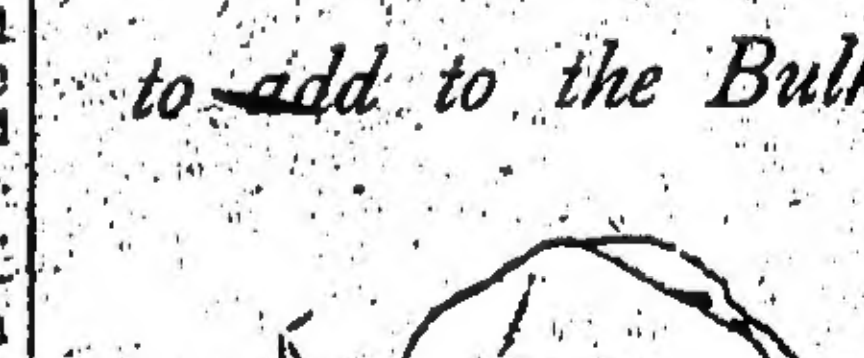
Household Sugar

or a large

percentage of

Cocoa

to add to the Bulk



Drink delicious

OVALTINE

Supreme for

Health, Strength

and Vitality

Often Imitated

never Equalled

SOCIETY OF ST. VINCENT DE PAUL

"By Their Works You Shall Know Them"

ITS SCOPE AND ORIGIN

The near approach of the "Our Poor Day" sale of roses (1st December) and the annual Bazaar of the Society of St. Vincent de Paul (3rd December) raises the question: What is this Society which appeals to us so forcibly each year for support; whence did it come; what is its scope and what work is it doing in our midst?

In the first place then it must be noted that it is not a mere philanthropic society distributing so much alms to the poor. It is not a Benevolent Society aiming only at relief of distress, but a Society which has a two fold aim (the one dovetailing into the other and in capable of being extricated from it)—the uplifting of the poor on the one hand—morally and spiritually—and the sanctification of its members through visitation of the poor. Our Lord and Master—Type and Pattern of all Christian charity—has told us that whatever we do to the poor in His name He will take us being done to Him. Christian charity accordingly sees Christ in the poor; in the succouring them we feel we are ministering to Him, and thus sanctifying our own souls by coming in contact with the poor. It is no part therefore of the work of a member of the Society of St. Vincent de Paul to delegate relief to the poor, to subscribe an alms and let someone else distribute it; he must come himself into personal contact with the poor, and by thus learning their wants at first hand, becoming intimate with them, growing to appreciate those wonderful virtues of faith, patience, endurance, and optimism they possess, and learning to sympathize with them in their many hardships, learn to elevate himself while he endeavours to elevate them. It was in this way, apparently, Our Lord wished the world to be convinced of His teaching through His disciples: "by this shall men know you are my disciples, because you have love (yes love, not philanthropy) one for another." "Let your light shine before men" "by their works you shall know them."

It was this last quotation, indeed, which gave birth to the Society. It came about in this way.

The founder of the Society was a very remarkable Frenchman, Frederick Ozanam, born in 1813. After a brilliant career at school he early left his home in Lyons to go to Paris to study law and literature, afterwards becoming a famous lecturer at the Sorbonne. At a very early age—when he was barely 17—he had become, with his specially acute and brilliant intellect, the victim to serious doubts as to the truth of that Christianity in which he had been nurtured; he endured bitter assaults against his faith, but eventually overcame them, and when his doubts, after a long conflict, had been set to rest, and peace of mind had returned to him, he resolved, young as he was, to devote his future life to the defence of Christianity against the assaults of the infidels who, then, as now, were in France numerous, active and noisy. His brilliant talents soon brought him to the notice of such celebrities as Lamartine, Montalembert and Chateaubriand; but it was a difficult task to which he had set his hand, to combat the continual assaults against the Church made by the professors in the university and schools of Paris who were almost all infidels or atheists. The few Christian students were timid, unorganized, and overawed; but gradually Ozanam gathered a number of them around him, became their recognized leader, and soon made their influence felt. Then a battle-royal—a battle of intellects—began. The Frenchman is nothing if not extreme; he is either a saint or the reverse! As Pius IX. would say, "there are no Frenchmen in Purgatory; they are all either in heaven or hell!" In a "Conference of History" that Ozanam and his fellow students joined, fierce debates took place, and when Ozanam pointed to the great work for civilization in the past, he was met by the taunt "yes, but that was in the past, but now the Church and Christianity is effete; what is she doing now? She is your proof. Our Lord has given—by their works you shall know them."

It was then that the little band of students—only eight in number—met together in private and asked each other: "yes, what are we doing? We talk but what do we do?" And they resolved forthwith to do as well as argue, and by visiting the poor in their homes, bringing relief to them in personal service, and endeavouring not only to sympathize their hard lot materially but to uplift them morally and spiritually to confute their enemies. Thus was the great and world-wide Society of St. Vincent de Paul founded by eight humble students in an upper room of a sordid street in Paris. It sounds

very much like the beginning of Christianity itself. They were ignorant as to how to set about their newly imposed task, but one of their number came to their help, by introducing to them a Sister Rosalia, a Sister of Charity who taught them how to proceed in their visits to the poor. She belonged to that great institute of charity founded by the celebrated St. Vincent de Paul, who, in the brilliant reign of Louis XIV, used to go about the sordid streets of Paris at night and pick up the poor orphans and children who were often left there abandoned. She was familiar with the homes of the poor in the miserable slums of Paris, and, inspired by her teaching and example, Ozanam and his companions placed the little society under the name and patronage of the great Saint of Charity.

The little heroic band of workers had no intention of founding a great society. They did not at first even intend to allow any new members to join them, and even when they did, they intended to open their doors only to young men. They had no ambitious schemes, their view did not extend beyond the slums of Paris. But Providence had other designs for them. Their light could not be hid under a bushel. Kindred spirits were attracted to them; they spread rapidly; and by the time Ozanam died in 1853—literally worn out by his labours, intellectual, literary and charitable—he was at the head of a Society which had spread beyond the confines of France to almost every country of Europe, and was destined to be world-wide. In Hong Kong itself, so far away from the parent stem, it was founded as far back as 1865, only 13 years after Ozanam's death. Nor has it with its spread lost sight of its first ideals, but is everywhere faithful to the "Rule" of its founder, framed shortly after its first coming into existence. It is in the best sense of the word a "social" institution for while it visits the poor wherever there is need, irrespective of class, nationality, or creed; its membership is open to all classes of Catholics alike, no distinction of class being permitted in its conferment. Of this the example may be quoted of an Irish bank clerk who was fond of relating how in his conference in London the member who sat at their meetings beside him and who accompanied him in his visits to the poor was the Marquis of Ripon, a Minister of the Crown. Here in Hong Kong too, one of the early and most active members, still well remembered, was a distinguished member of the Bar—the late Mr. Francis, Q.C.

Such is the Society which will on the 1st and 3rd December be appealing for support from all sections of the Hong Kong community.

GIRL FLYER OUT TO BEAT AMY

Attempt On England-Australia Record

Special Air Mail Service

London, Nov. 28.—A girl of less than 21, Miss Marjorie Nelson, is contemplating a flight to Australia to lower the record of 67 days recently set up by Mr. C. P. Ulm, as well as Mrs. Molli's record.

Miss Nelson began flying at the age of 17, and has taken both the "A" pilot's licence and the commercial "B" licence. She has also studied navigation and the special problems of long-distance flights. She has now a total of 200 hours solo flying experience, including some time spent as second pilot on an air liner.

She is tall, fair, and the youngest girl to obtain a commercial pilot's ticket. Her co-pilot will be Lieutenant Owen Cathcart-Jones, who flew to Cape Town in 64 days with the late Commander Glen Kingston in 1931.

They have plans for taking part in the England-Australia air race next October. So far, scarcely any women have won records, except Mrs. Molli's, who told the air correspondent of the "London Evening Standard": "A new generation of women pilots has arisen in our air clubs, and I feel confident that many can emulate her fine example; and put up a good show for British women in aviation. Given reasonable luck with the weather and the right qualities of endurance, it should be possible for me to last to lower the women's record, which was put up in 1930 by Mrs. Molli."

LOCAL HOCKEY

Club Beat R.A. Officers

Marina ground was the scene of a very enjoyable hockey match last evening when the officers of the Royal Artillery entertained the Hong Kong Hockey Club in a friendly match which resulted in a win for the Club by two goals to nil. Judging by the run of play, the Club were a trifle lucky to emerge winners and but for the fact that the Gunners were somewhat unlucky in front of the goal, they might well have scored a couple of goals.

Play started off rather evenly in the first half which ended with the Club scoring a goal through Sinclair who was playing good hockey. The Artillery were unlucky in that they missed a chance to score when Garthwaite had only the goal-keeper to beat and shot wide.

The second half was almost a repetition of the first, and once again the Club broke through to find the net once, this time Potter being the marksman. Play was very fast throughout and the game was one of the most enjoyable seen on the Marina ground for many a long day.

The teams were: Club: Shield, A. A. Dand, E. V. Reed, Mid. Slee, H. J. D. Lowe, W. A. Reed, J. L. Tetley, J. E. Potter, Lt. A. Sinclair, G. E. R. Divert, E. C. Fincher.

R.A. Officers: Lt. Shields, Capt. Mitchell, Lt. Metcalfe; Lt. Waring, Lt. Raven-Hall, Capt. Carter, Capt. Williams, Lt. Garthwaite, Lt. Flowerdew, Lt. Laine, Lt. Tollington.

RADIO v. LINCOLNS

A fast game was seen at Caroline Hill yesterday when the Radio Sports Club engaged the Lincolns in a friendly encounter and won by two goals to nil. Play was even throughout, and the winners only succeeded in scoring towards the end of the game. Awar Singh was the most prominent forward for the Radio, scoring the two goals, while it must be said that the Lincolns also had their fair share of attack and it was mainly due to hard luck that they failed to make use of their opportunities.

FOWLER'S HAT-TRICK

At King's Park the Y.M.C.A. beat Hong Kong Hockey Club seconds in what may best be described as a scrappy game, both sides not turning out at full strength.

Early in the game, Nicholson sustained an injury to the eye and had to retire, and this placed the Club side, who started three men short, in a rather awkward position. The "Y" captain, however, then sportingly transferred one of his men, C. Chatterton, to help the Club team, and as the "Y" were also one short at the start, this rather balanced the sides.

The "Y" did most of the attacking in the first half but they were held until almost half-time when S. Fowler broke through to score an excellent goal. Then in the second half the same player got another goal and for a time the "Y" looked as if they were going to add many more goals till the Club broke away and scored through Lamont.

The light had become rather bad at this stage when Fowler registered his third goal to do the hat-trick. Shortly after play was stopped on account of darkness.

The teams were: Y.M.C.A.: F. Fowler, L. W. Tipple, E. R. Sell, H. Langer, C. Chatterton, S. Fowler, J. R. Luke, G. Fowler, E. Fowler, W. H. Brown, and A. R. Henry. Hong Kong Club: Moses, Duncan, Nicholson, Alfred, MacNider, Kilbee, Lamont, Bill and Millington.

HINDENBURG'S SUCCESSOR

From a friend who has just returned from Berlin hear that the question of President von Hindenburg's successor is once more being canvassed.

A high Nazi official with whom he discussed the matter agreed that under existing conditions there was little likelihood of Herr Hitler leaving the political field for the Presidential palace.

Far more likely—in the event of the objections to a Hohenzollern Prince being insuperable—would be the elevation of a sound party man, probably entirely unknown outside Germany. There is, of course, the third possibility of the Constitution being changed, and with it the whole conception of the functions of the head of the State. In those altered circumstances Herr Hitler might stand.

In any event it is anticipated that his nominee would be elected unopposed.

YACHTING

Ladies Championship

The 4th Ladies' Championship was sailed yesterday and resulted as follows:

"H" Class.	Time.	Finish.	Corrected.	Pos.
Diana (Mr. Whitlam)	4:42.04	4:41.03	4	
Colleen (Mrs. L. Marsden)	4:43.14	4:39.40	5	
Rolla (Mrs. Kemble)	4:39.37	4:39.37	2	
Falcon (Mrs. B. Fair)	4:50.51	4:47.17	5	
Dorothea (Mrs. Cootes)	4:42.27	4:38.53	1	
"I" - "Y" and "G" Classes.				
Daphne (Mrs. Allas)	4:50.45	4:50.45	1	
Bransbury (Mrs. April V.)	D.N.S.			
Stella (Mrs. Wings)	D.N.S.			
Bluejacket (Mrs. Atkinson)	5:00.54	4:59.22	4	
Robena (Mrs. B. Marshall)	4:53.28	4:52.27	2	
Speedwell (Mrs. Way)	5:54.18	5:43.47	3	
Adanae (Mrs. Kingfisher)	D.N.S.			
Toyette (Miss O. Patchell)	5:15.49	5:07.41	5	
Eunice (Mrs. Joan)	D.N.S.			
Silurus (Mrs. Finlay)	5:23.20	5:16.43	7	
Zephyr (Mrs. Wren)	5:14.18	5:09.11	6	
Lola (Mrs. Carpenter)	D.N.S.			
Ogle (Mrs. Wasp II)	D.N.S.			
Fowkes (Mrs. Artemis)	5:14.43			
La Linda (Mrs. Sheldon)	5:16.26			
Jan (Mrs. Isobel)	D.N.S.			
Cowland (Mrs. Joss)	5:23.16			
Stanton (Mrs. Gull)	5:10.58			
Mackie (Mrs. Cicada)	5:09.53			
D.N.S. (Mrs. True Blue)				
Adams (Mrs. Pat)	5:13.41			
Elliott (Mrs. Fury)	5:22.28			
Bolt	5:09.45			

WORLD RECORDS FOR BRITAIN

"Monster" Car Does 102 M.P.H.

London, November 8. Two new world speed records were set up by a British car yesterday. Mr. John Cobb, driving his "Monster" 500 h.p. Napier-Railton car at Brooklands, lowered the figures both for the kilometre and the mile from a standing start.

His speed for the kilometre, the average of two runs, one in each direction was 83.14 miles per hour and for the mile under similar conditions 102.52 m.p.h.

The previous record of 86.5 m.p.h. for the kilometre from a standing start was made 74 years ago by Parry Thomas, and that for the mile—100.77 m.p.h. by Kaye Don, on the Sunbeam "Tiger" in 1920.

Every attempt, and there were many, to beat either of these records had failed until yesterday, and even for this powerful car, with its Napier-Low engine, the task was difficult.

On his first run, Cobb failed by one-fifth of a second to equal Kaye Don's time, and two more attempts were unsuccessful. Then Cobb had smaller rear wheels mounted on the car, thus reducing the gear ratio. This proved successful; the double run was completed, and the records gained just before rain came to soak the track and make further efforts impossible.

To average 100 miles an hour over a mile from a standing start means that in 35 seconds the car had attained a speed of just 145 miles an hour. If another car travelling at 85 miles per hour had passed Cobb just as he let in his clutch he would have overtaken it before it had travelled a mile.

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THE NAVY AT SPORT

Rugger Teams For This Week's Games

The Navy are meeting Hongkong Football Club (Rugger Section) for the third time this season, on Saturday. They have already met twice so far and on both occasions the Navy were too good for the Club. While they will be all out to do the "hat-trick" the Club will strive equally hard to put a stop to their run of victories so an excellent game should result. The Navy team for this match will be: Lt. Buckley, Lt. Ford, Lt. Curry, Lt. Slater, Mid. Darley, Lt. Forbes, Lt. Miers, Comdr. Rooms, Lt. Linker, Lt. Nixon, Lt. Evans, Lt. Suther, Lt. Brown, Lt. Whitfield, Ldg. Cook Pascoe.

Wednesday's Match

On Wednesday the Navy "A" will meet Club "A" in a friendly match on the latter's ground, kicking off at 5 p.m. The Navy will be represented by: Lt. Judd, Lt. Eustace, Stoker Marsh, Lt. Campbell, Lt. Benham, Mid. Knecker, A. B. Munford, Lt. Jumper, Lt. Brown, Ldg. Seaman Masters, Marine Dumbarton, A. B. Woodgate, Lt. Morris, Surg. Lt. Corbett, Lt. Whitfield.

Football

The results of the China Fleet football matches played during the week were as follows:

DIVISION I.	0 Suffolk	2
DIVISION II.	2 Wren	2
DIVISION III.	3 Warwick	0
Cumberland	0 Suffolk	2
Whitehall	2 Wren	2
Tamar	0 Warwick	4
Medway	3 Warwick	0
Cumberland	0 Suffolk	2

DR. SUN'S MEMORY NO LONGER HELD IN ESTEEM

Portrait Torn Down from Wall of Fukien Town Hall

The memory of Sun Yaw-sen, which up until a few short days ago was so hallowed in Foochow that civic meetings were never held but those assembled bowed before his photograph before the commencement of proceedings, is now a thing of ridicule. According to one of the officers of the steamship "Hay Yang" which has recently returned from that Port, the civic officials at the last public meeting, not only failed to observe the custom of paying homage, but tore the picture of the great Chinese statesman from the wall and kicked it about the floor. Another mark of a changed outlook is the disappearance of the Chinese flag and the appearance upon nearly all buildings of a new one; the emblem of the Fukien powers. This flag is of two colours, the top portion being red and the bottom blue, with a yellow star placed in the centre where the colours join.

For some time now, nearly all ships going to Foochow and Amoy have been carrying soldiers and although both these ports at the present time are seemingly peaceful, there is reported to be an armed force attached to the Nineteenth Route Army stationed in the territory.

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H.K. FOOTBALL ASSOCIATION

Changes in Fixtures

Saturday, December 2, 1933.

Division I.—Royal Navy v. South China, 4 p.m., Kowloon F.C. ground.

Sunday, December 3, 1933.

Division I.—Lincolns v. Hong Kong Police, 4 p.m., Kowloon F.C. ground.

TO HELP PEDESTRIANS

I do not think it would be either popular or desirable for London to emulate this method of traffic education. But in another direction I believe that the number of street tragedies might be reduced by taking a hint from abroad.

The simultaneous stopping of all traffic for a few moments at regular intervals by the appropriate use of lights, does enormously facilitate matters for the pedestrian attempting to make his way across one of the major "roundabouts."

I have seen this method in regular use in America, and unquestionably it works very satisfactorily and does not seriously delay the general flow of wheeled traffic.

FATUOUS INTERRUPTIONS

Interruptions at public meetings are sometimes so fatuous that they make one long to investigate the "phenological development" of the interruptors.

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NOW ON SALE Changing China Autumn Quarter

A quarterly non-political review of
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... Changing China is an interesting and useful quarterly. The articles which it contains have been written in the form of letters by men and women of various ranks of life who are living in the interior of China. The reader gets a picture or rather a series of pictures of life in Modern China, and at the same time a resumé of the progress made in industrial development during the past quarter.

Published By HONG KONG DAILY PRESS, LTD.

AS OTHERS SEE US.

The following is taken from the
"TIMES" LITERARY SUPPLEMENT
dated 19th October, 1933.

CHANGING CHINA. A Quarterly Non-Political Review of Life and Conditions in Modern China. Vol. I, No. 1 April, 1933, 128 pp. Vol. I, No. 2, July, 1933, 128 pp. 7 x 4 1/2. Hongkong Daily Press (55, Fleet Street, E.C.4). 1s. 6d. n. each.

In a preface, the editor explains that the purpose of this newly established quarterly is to keep a record of the progress of events in all parts of China and, by disseminating a fuller knowledge of the country's actual conditions and needs, to assist in the promotion of trade and a better understanding between East and West. To this end, qualified correspondents in every province have undertaken to supply reports, commentaries, and forecasts. The first two numbers contain several articles on interesting subjects—e.g., the industrial development of the Kiang province, the spread of Communism, the condition of the native cotton industry, and the Mind of Young China.

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Signature.....

Address.....

OIL TANKER FIRE
RECALLEDAt Coroner's Inquiry
Yesterday

Inquiry into the death of Chan Chin Kan a three year old Chinese who met his death in a fire which occurred on the Tsunwan dock of the Texaco oil Company was held before Mr. McDougall in the Kowloon Magistracy yesterday. The fire occurred at a time when the oil tanker a.s. California was loading and unloading her cargoes on October 13. The deceased was on board a sampan the crew of which sold haberdashery, and it is believed that this is the boat upon which the fatal fire started and spread to the tanker.

The first witness to testify yesterday was Dr. Mackie who told of his conducting a post mortem on the body of the child and findings that the death was due to severe burns on the head and trunk, and shock. Cheung Fook the father of the dead boy told of his identifying the body.

G. Wheeler, chief steward on the ship was carried into court on a chair and called to give evidence and stated that at about a quarter past two on the day of the fire he was in his cabin, when the captain of the vessel came in and shouted that the ship was afire. He said that he rushed out upon the deck and saw the flames and smoke towards the stern and jumped over the side onto the dock. Questioned by Inspector Sheffain as to whether it would be possible for any one to get oil out of the tanks or if there was any exposed benzine lying about he stated that it would take four or five men and a sledge hammer to open the lid of the tank and that the only oil that was not in the tanks was, as far as he knew, in the ship's galley.

Inspector Jackson Fitzhenry then testified that on October 13 he received a call from the Central fire station and immediately proceeded to the scene of the tragedy on number two barge. He told of finding two sampans destroyed by fire, one of which was beached upon a little island near where the conflagration occurred. Upon seeing that the fire upon the oil tanker was out he immediately began a search of the two boats, finding the body of the deceased upon one, along with a number of brass pins. He examined the sides of the tanker and discovered no signs of leaking oil. When questioned by the coroner he stated that he thought the oil that started the fire must have been in the sampan.

Charles Daniel Brown, installation superintendent of the H.K. terminal of the Texas Oil Company, at Tsunwan, then gave his version of the mishap. He said that he was on board the ship at the time of the outbreak and immediately upon hearing the cry of fire jumped overboard onto the pier and rushed to mobilize his fire gang, who sprayed foamite solution upon the flames. He stated that he had the fire on board the ship under control in five minutes. Asked by Inspector Sheffain why he did not immediately notify the police he stated that he was too busy fighting the flames and keeping curious bystanders out of harm's way to get time to go to a telephone. Asked if there were any rules preventing sampans from being near vessels when they were unloading he said that there were and that he did not notice any around until after the fire. He added that there was no possibility of oil leaking from the hoses into the sea to cause a fire on the water which might ignite, and outlined the elaborate precautions taken against this possibility.

Captain Hugh Williams, master of the tug Henry Kewick then gave evidence, stating that he had been instructed to tow the California from the Tsunwan dock and arriving at the pier before the vessel had finished unloading he tied it up beside her. At 2.30 p.m. a member of his crew gave warning that a sampan anchored some fifty feet to the stern of his vessel and near the tanker was afire and he immediately gave orders to his men to get the hoses ready. In a few moments the flames had travelled from the sampan across the water to the space separating the Henry Kewick and the California, and he saw the fire catch a canvas covering one of the life-boats of the tanker and rush up the side of the ship. As the stern of his own vessel was by this time afire, he put to sea and tended to his own craft. By the time he had done this the fire on the American ship had been put out.

Witnesses were very definite in stating that the tanker caught fire from the sampan and further added, when questioned by the foreman of the jury that oil on the water was always prevalent about any oil burning vessel or vessel carrying oil.

Inspector Frank Sheffain, the last witness called, told of his going to the scene of the fire and examining the hoses used in pumping out the contents from the ship's tanks and finding them in perfect condition. He said that he examined the ill-fated sampans on October 17, and discovered that

LORD MAYOR'S
SHOWPageant Of Empire
Communications

Special Air Mail Service

London, November 8.
The Lord Mayor's Show on November 9, besides its customary civic and military features, will be notable for its Pageant of Empire Communications.

In an interview yesterday with a representative secretary of the Lord Mayor and Sheriff's committee, with which he has been associated for fifty-four years, gave an outline of the programme for the traditional procession through the City. Towards the Pageant section, he said, the General Post Office will contribute two cars, one symbolising the Air Mail—a bird with a letter in its beak flying over the world—and the other showing some of the many uses of the telephone service. An Imperial Airways car will illustrate the extent of its services by portraying a world mapped out by Empire routes.

A hundred years of railway progress, from the Rocket to the modern locomotive, will be indicated by a car sent by the British railway companies. The Canadian Pacific company will show the worldwide organisation of their system by a car on which Father Neptune will be driving a chariot representing America, Australia, Asia, and Africa.

Three cars to be sent by the P. and O. Steamship Company will represent the new Sydney Harbour bridge, with one of their mail steamers passing beneath it, an Indian scene with Indians in attendance, and a Japanese scene with appropriate floral effects.

The Telegraph Construction and Maintenance Company will have a car showing models of the Great Eastern, which laid the first Atlantic cable sixty-seven years ago, and the cable ship Dominica, which two months since laid the latest telephone cable connecting England with France.

The Cables and Wireless Company are sending three cars, the first with models of wireless masts representing the Imperial and International Communications Company, the second, representing the Marconi Wireless Telegraph Company and showing the developments made in wireless apparatus since the beginning of the century, and the third representing the Marconi International Marine and Sounding Device Companies.

Seven Livery Companies, of which the Lord Mayor and Sheriffs are members, will be represented in the civic part of the procession.

There will also be two cars furnished by the City of London Retail Traders' Association, of which Sir Charles Collett, the new Lord Mayor, is the founder and president. In these cars will be a reproduction of a City shop of the past, "Ye Olde Cliffe Shoppe," where the owners lived on the premises, and, by way of contrast, a suggestion of what a City shop of the future may be like, with a landing stage on the roof for aeroplanes.

The escort sent by the Army Council will be furnished by the King's Royal Irish Hussars, and the bands in the procession will include those of this regiment, the Royal Horse Guards, and the Grenadier Guards.

THE STATIONERS' HALL

Near St. Paul's and just off Ludgatehill stands a jewel amongst ancient buildings, associated with the world of letters for more than 300 years past. It was founded by the stationers—the scribes—the public letter writers of simpler times—as their headquarters.

The professional descendants of these men of letters are the newspaper writers and producers of to-day. It is, therefore, fitting that once again the historic and picturesque Stationers' Hall is to become the spiritual home of the newspaper makers.

Last week saw the accomplishment of an important step in that direction, the amalgamation of the ancient Stationers' Company with the recently honoured Company of Newspaper Makers.

They were still saturated with benzine or kerosene and that as most of the damage done was on the inside of the boat on which the body of the deceased was found, it was evident that fire had started there.

The case was then adjourned until 4.30 this afternoon. The jury consisted of Messrs. Stock, Daring, and Hyndman. E.A. Wadsworth watched the case for the Oil Co.

THE FOOTBALL
CUPDraw For Second
Round

London, November 27.
Following is the draw for the 2nd round in the English Football Cup:

Bath or Charlton v. Gillingham.
Bristol City v. Barrow.
Walsall v. Orient.
Gateshead v. North Shields.
Queen's Park Rangers v. New Brighton or Mansfield.
Carlisle v. Cheltenham.
Stockport v. Crystal Palace.
Rotherham v. Coventry.
Northampton v. Torquay or Margate.
Hull v. Hartlepool.
Aston v. Reading.
Swindon v. Dartford.
Southend v. Chester.
Workington v. Dulwich Hamlet or Newport.
Gainsboro Trinity v. Cardiff or Aldershot.
Bournemouth v. Tranmere.
Scunthorpe or Accrington v. Folkestone or Bristol Rovers.
Reuter.

H.K. POLICE
RESERVE

(Orders by the Hon. Mr. E. D. C. General of Police.)

The Store will be closed entirely for Stock-taking on the 4th to 9th December 1933 inclusive.

Chinese Company.

Training Course—Part II.—All recruits will attend at the Chinese Company Headquarters on Tuesday, November 28th, at 5.30 p.m. for instruction.

Inspection Parade.—All ranks of the Chinese Company will parade at Central Police Station on Thursday, November 30th, under Sub Inspector R. J. Hunt for a general inspection of equipment etc., by the Company Commander. Fall in at 5.30 p.m. sharp. Dress—Blue Uniform, Cap with White Cover, Belt with Bracer, Armband with Badge, "Pocket Policeman" and note-book to be carried. The Equipment Officer will make it a point of being present. Recruits will attend.

Training Course—Part II.—There will be no class at No. 3 Chi Wo Street, Kowloon on Wednesday, November 29th.

All recruits of the Indian Company residing in Hong Kong will attend Chinese Company Headquarters, 17, Queen's Road Central on Thursday, November 30th, at 5.30 p.m. for instruction.

Inspection Parade.—All ranks of the Indian Company will parade at Central Police Station on Wednesday, November 29th, under Sub Inspector R. J. Hunt for a general inspection of equipment etc., by the Company Commander. Fall in at 5.30 p.m. sharp. Dress—Blue Uniform, Cap with White Cover, Belt, Armband with Badge, "Pocket Policeman" and note-book to be carried. Recruits will attend.

Emergency Unit Reserve.

Revolver and Rifle Practice.—A revolver and rifle practice will take place on Sunday, December 3rd, at Tai Hang Range at 9.45 a.m. Members will fall in at No. 2 Police Station at 9.30 a.m. sharp. Dress—Blue Uniform and Cap with White Cover. Section Leaders will see that all their men are present.

Appointments.—Constable R405 W. A. Tansley to No. 4 Section and Constable R417 F. A. Broadbridge to No. 2 Section with effect from November 27th, 1933.

(Sdg.) D. L. KING.

(D.A.P. (R.))

DRIFTWOOD

By The Beachcomber

The old story about little fleas having lesser fleas upon their backs to bite 'em, appeared as if it could become nautical and change to little ships have lesser ships; upon their decks you'll find them, when the life boats of the Hay Yang blossomed forth in full sail yesterday morning. Upon inquiry the beachcomber discovered that the Captain was not thinking of competing with the Royal Yacht Club, but was merely having the sails dried, lest they become rotten.

Now that the piracy of the French ship is over and done with why doesn't something start a war upon these local pirates who charge a dollar to come across the harbour in a sampan in the wee sma' hours of the early morn.

Rumours that the Aero Trading Company were planning a passenger route between Hong Kong and Canton were emphatically denied by that firm this morning. Their chief interest lies in selling planes, not flying them. The plane that they recently sold to the Fukien Government was a passenger-carrying model and it is believed that it will be used to carry army officers from one station to another.



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s.s. MAIN (N.D.L.) 4th Dec.
For Shanghai, Tringtau, Dairen, Yokohama, Nagoya, Kobe, Moji, s.s. OLDENBURG (H.A.L.) 14th Dec.

For Shanghai, Yokohama and Kobe
s.s. COBLENZ (N.D.L.) 16th Dec.
For Shanghai, Dairen, Kobe, Yokohama, Nagoya, s.s. KULMERLAND (H.A.L.) 22nd Dec.

HOMEWARD SAILINGS

For Genoa, Barcelona, Rotterdam, Hamburg
m.s. LEVERKUSEN (H.A.L.) 30th Nov.

For Genoa, Marseilles, Oran, Amsterdam, Rotterdam, Hamburg, Bremen
s.s. ISAR (N.D.L.) 4th Dec.

For Genoa, Barcelona, Lisbon, Dover, Amsterdam, Rotterdam, Hamburg, Bremen
s.s. SAARBRUECKEN (N.D.L.) 10th Dec.

For Genoa, Marseilles, Oran, Rotterdam, Hamburg, Bremen
s.s. ERLANGEN (N.D.L.) 14th Dec.

For Genoa, Marseilles, Rotterdam, Hamburg
m.s. BURGENLAND (H.A.L.) 25th Dec.

For Genoa, Rotterdam, Hamburg
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Jan. 2 ... M.V. "SUNNANVIE" Jan. 25

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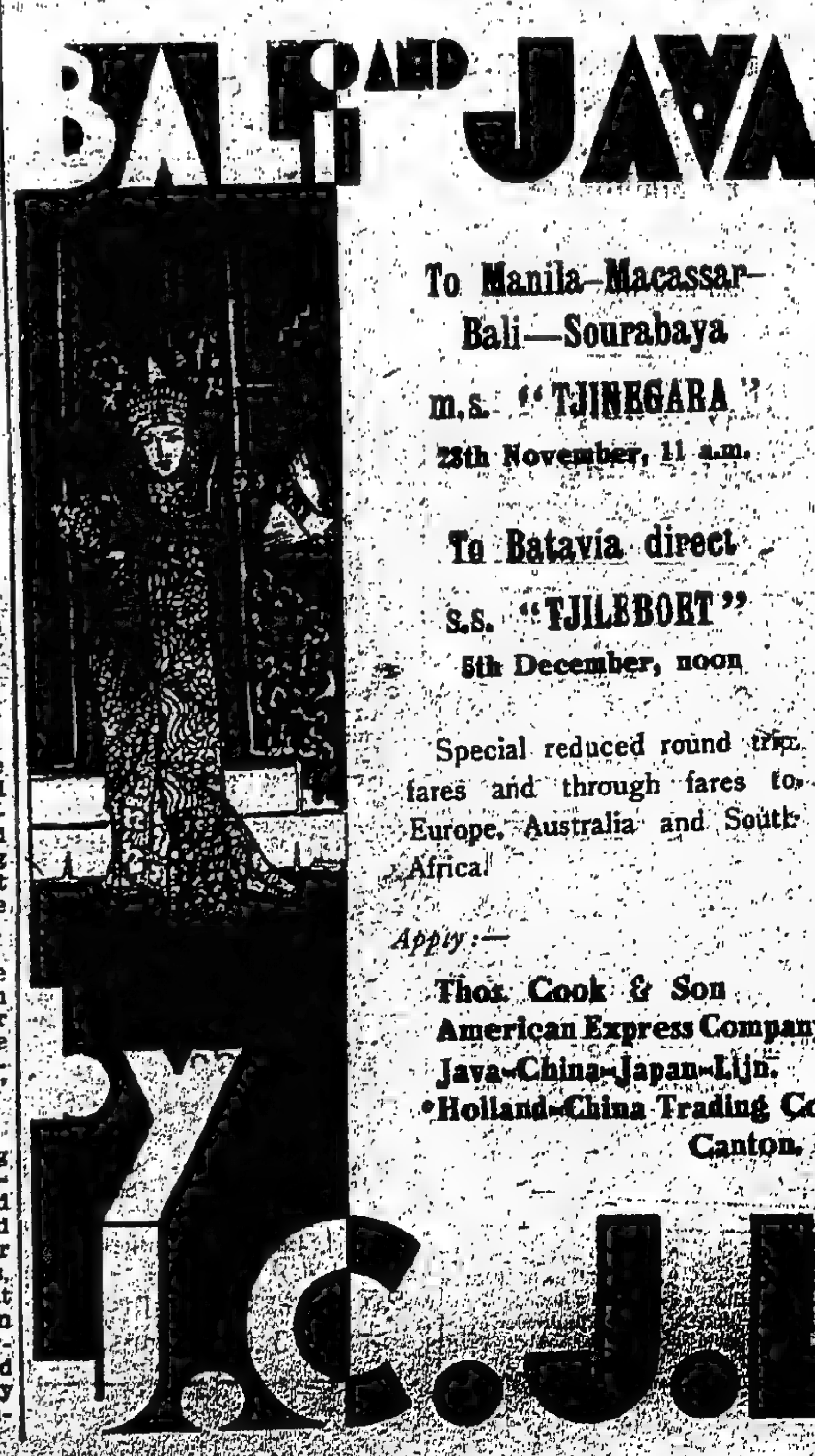
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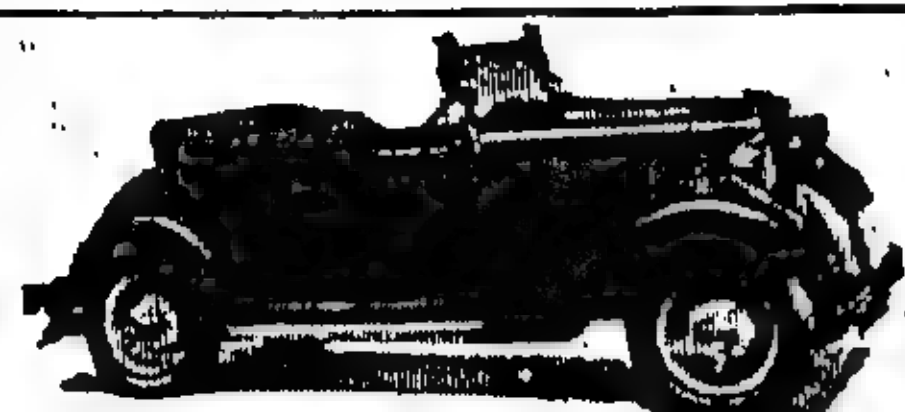
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**National Leaders*
On Unity**

(Continued from Page 8).

the House of Commons, those who were loyal members of the three parties, those whose political views had been based on well-tryed principles he asked to look aboard and survey the world. These were days of revolution; not bloody revolution, but the greater revolution, of mentality and outlook.

Than Mr. Baldwin and Sir John Simon he had never known, he said, two better colleagues. The aim of their great movement in the future must be, as it had been during the very "happy times of co-operation, the advance and progress of national recovery, national building up, and international peace. (Cheers.)

MR. BALDWIN

United "For The Duration"

Mr. Baldwin said that the Government had been together for two years. "Since then," he added, "the hearts of some have waxed cold, but ours have not—neither our hearts nor our feet. (Laughter and cheers.)

"We may have vaguely wondered at the time how long the combination would last. It was for the duration. (Laughter.) When the duration will be over I do not know, but I am not bothering my head about it. It will be a long time before there is an election, and there is a great deal to be done.

"The country is in an incomparably better position than it was two years ago, but she is not straight yet. It would be perfectly impossible to think of giving up our work to-day under the present conditions of Europe and under the conditions of our work at home.

"The Prime Minister spoke of this country 'vis-a-vis the world.' I have nothing to add to that, but at home we have passed into an entirely new economic system, the end of which no man can see. It will probably take a generation or more to work out, and in these early days we are being faced with what we all knew we should have to face, the difficulties of a tariff system instead of the difficulties of a Free Trade system."

"All systems, he proceeded, had their difficulties. They were now wrestling with an entirely new set of problems and they had to branch out in entirely new directions. They were tending in certain forms of industry, particularly agriculture, to a form of control few would have envisaged a few years ago, and which no farmer would have envisaged ten years ago."

"And," exclaimed Mr. Baldwin amid cheers, "we are sticking together to see this job through."

Mr. Baldwin said he spoke as a very old hand, and he assured them that he had never yet been rattled by by-elections. "So I am not going to say anything about that, not even about Kilmarock," he commented.

They had had a very short experience of universal suffrage, only fifteen years. He did not think people had yet begun to realise the swing which they might get even in a couple of years under universal suffrage. If they did realise the possibilities they did not realise why that swing came.

The Incalculable Factor.

In the old days in a well-organised constituency a man could foretell within three per cent, the strength of each party vote, but anyone who tried to do that now was a fraud. There were X millions of Tory voters, Y millions of Liberal voters, and Z millions of Labour voters. But there were X plus Y plus Z millions of voters who belonged to no party at all, and that was where the swing came. The swing that came with discontent with a party was small compared with the swing that came from these millions of no party at all.

"But," he added, "do not let that depress you; we have to work in the political environment we find."

"I believe that the British de-

**THE FUTURE OF
KOWLOON**

**Mainland To Be Business
Centre?**

Civilization is in the main a series of changes affecting man and machinery, and as a direct consequence, developing new, and reducing old commercial centres. For a long time Hong Kong, has been the Mecca and Kowloon the supplement, but the rapid growth of this new territory gives rise to the thought, "Will Kowloon ever supersede Hong Kong as a business centre."

Kowloon is most admirably situated for a ground of a great commercial city. At the present time every big vessel visiting these waters ties up at her piers or at bays situated as near as possible to her godowns. "What does this signify? It means that nearly every ton of cargo destined for big business companies has to be taken from the ship, unloaded onto the Kowloon Godown, and from there taken across the harbour by barge and junk. If Kowloon where the commercial centre, this extra handling of imports could be avoided and much of the cost of freighting eliminated. One may say, "Yes, but Kowloon is not the hub of industry here," and the only answer to that is, "Not at present, but in the near future, the old order is bound to change."

For example, a great market for both American and European goods exists in the interior and shipment by rail is always a much faster means of transportation than by steamship. If the large companies had their offices in Kowloon, they would only be four hours from Canton with their produce. Their godowns and offices could be situated near each other and thus save hours that are lost every week by having to cross the harbour on the

ferry to care for shipments. Eventually a good road is bound to be constructed between Kowloon and Canton, that is a road that is capable of handling heavy traffic, such as five ton lorries, two thousand gallon oil tankers etc, and when this time approaches the cost of transportation will naturally decrease.

Another thing that is most important in the construction of a large metropolis is an abundant supply of good water, for water not only through cleanliness prevents the spreading of disease but is in many cases one of the cheapest methods of turning the wheels of industry. Kowloon's water supply system is becoming better every year and soon such things as shortage will be unknown. The only way this millennium could ever be reached in Hongkong is by buying water from the mainland which of course is an added recommendation for the new rival. Hongkong, can expand very little, her geographical formation is not the least conducive to construction in new territories and the putting up of new buildings in the present business section means the tearing down of old ones, which is always a great expense.

The tired business man, at the present time has either to climb enough mountains to qualify for an alpinist to reach his haven of rest or else he crosses over on the ferry to the mainland, where roads, more or less straight in construction enable him to get home in reasonable time.

Hongkong is now the centre of activity and there are many who will laugh at the thought of Kowloon ever taking its place, but there are many more, who striving to peer through the keyhole of the doors of time can see a new era approaching, and a new metropolis springing up, on the mainland.

democracy is the most educated democracy in the world. I believe that primarily it is governed by reason, but if reasons are not put before it you have only got yourselves to blame if it votes against you."

A Defect of Dictatorship.

The Prime Minister had spoken quite truly of one aspect of the dictatorship which had followed the breakdown of ordinary democratic work in nearly every country in the world—because the ordinary democratic constitution had been broken down in the United States of America, and today they were practically under a dictatorship.

But there was another aspect of dictatorship, perhaps a less happy one, and that was that "when you get a deep enthusiasm with many temperaments it is not wholly removed from hysteria, which is a very very dangerous state of mind to be in."

"I have seen manifestations of that in countries which shall be nameless. It is generated by the thought if all the people pull together they can put things right in five minutes. The cause of the world's troubles are far too deep-seated for that, and it requires endless patience, which is the severest trial that democracy can undergo."

"Many people two years ago in this country believed instinctively that the financial position would be put straight and employment found, perhaps for all, in six, twelve, or eighteen months. You have always to look out for the back-wash after that, and it will be interesting to see what the back-wash is both in America and Germany when next April comes. Thank God we are not an hysterical nation, and long may we be preserved from it."

"There is a great call to-day upon our patience. We have to go plugging along. It is a long course that we are on. The progress has been remarkable in the future; but we must not lessen our efforts."

Future of Democracy.

"At the moment we are the sole guardians of that form of constitutional democracy which took its rise in this country, and towards which we have been working with tremendous acceleration since the war, not for a generation or two, but for centuries. If it breaks down in our hands, the whole thing is gone for ever in the world. Our position therefore is rather important."

"At this moment we are here faced in this country with those on the extreme Right and some on the extreme Left of us who have really given up all hope of democracy. They are people who want to get rich quick, or who want a dictatorship, either of the Left or of the Right. I believe such a form of government to be absolutely alien to the character of our people."

"There is nothing so futile as political prophecy, but in what ever form the next election will come, or what the superficial issue, the great issue will be, are we going to tread in the path of constitutional democracy or are we going to scrap it? There can be but one answer if the case is put properly before the country, and all those who believe in constitutional democracy stand together to the end."

"I have been told by some enthusiasts," added Mr. Baldwin with a smile, "that I shall be out of office in three months. (Laughter.) If that is to be the case, all the more reason why I should speak plainly." (Cheers.)



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VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be as Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 24th November.

Optional Cargo will not be landed here unless Notice has been given prior to the arrival of the Steamer, and carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 30th November, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th Dec., 1933 or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 24th November, 1933. [3008]

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CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

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FROM UNITED KINGDOM AND
CONTINENTAL PORTS
VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be as Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 27th November.

Optional Cargo will not be landed here unless Notice has been given prior to the arrival of the Steamer, and carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 4th December, will be subject to Rent.

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SWATOW, SHANGHAI & TIENTSIN...	"HOIHOW"	On 29th Nov.	Noon
SHANGHAI & TIENTSIN...	"TAIYUAN"	On 29th Nov.	5 p.m.
SWATOW & SHANGHAI...	"KINGYUAN"	On 30th Nov.	10 a.m.
HOIHOW & SHANGHAI...	"KUNGHOW"	On 1st Dec.	Noon
SHANGHAI & TIENTSIN...	"TEAN"	On 1st Dec.	5 p.m.
SWATOW & SHANGHAI...	"SHANTUNG"	On 3rd Dec.	Noon
SWATOW & SHANGHAI...	"KALGAN"	On 3rd Dec.	Noon
AMOI, SWATOW & SHANGHAI...	"ANHUI"	On 5th Dec.	6 a.m.
SWATOW, SHANGHAI & TIENTSIN...	"SINKIANG"	On 5th Dec.	10 a.m.
HOIHOW & SHANGHAI...	"KAYING"	On 5th Dec.	2 p.m.
AMOI & SHANGHAI...	"TSINAN"	On 6th Dec.	5 p.m.
SHANGHAI & TIENTSIN...	"KWANGTUNG"	On 7th Dec.	5 p.m.
HOIHOW & SHANGHAI...	"HUPH"	On 8th Dec.	2 p.m.
SHANGHAI & TIENTSIN...	"CHINHUA"	On 8th Dec.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN...	"SUNNING"	On 10th Dec.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN...	"SUZYANG"	On 12th Dec.	10 a.m.

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NEW YORK

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M.V. "SIAMESE PRINCE" ... Dec. 28th

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DOUGLAS STEAMSHIP CO., LTD.

SAILINGS FOR SWATOW, AMOI & FOCHOW & RETURN
TUESDAYS AND FRIDAYS AT 4 P.M.

S.S. "HAIYANG" on TUESDAY, 28th NOV., 3 P.M.

S.S. "HAICHONG" on FRIDAY, 1st DEC., 3 P.M.

S.S. "HAINING" on TUESDAY, 5th DEC., 4 P.M.

Subject to alteration without notice.

HONGKONG-SWATOW SERVICE.

SAILINGS FROM HONGKONG SUNDAYS & WEDNESDAYS AT 2 P.M.

instead of 1 P.M.

Note alteration in sailing time and until further notice.

Arrivals and Departures from the Company's Wharf (Near Black Pier).
ROUND TRIP TICKETS will be issued from HONGKONG to FOCHOW (Fagade Anchorage) and return by the same steamer at the Reduced Rate of \$100.00 including Meals while the steamer is at Coast Ports (Times for Round Voyage 8 Days).

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Tel. 29037 and 29038. General Managers. P. O. Building.

ADVERTISED SAILINGS FROM HONG KONG.

NORTHWARD.

FROM HONG KONG TO COAST PORTS AND JAPAN.

Amoy.

Hai Yang, Douglas, Nov. 29.	Taiyuan, B. & S., Nov. 29.
Sui Sang, Jardine's, Nov. 30.	Hai Ching, Douglas, Dec. 1.
Anhui, B. & S., Dec. 5.	Hai Ning, Douglas, Dec. 5.
Tainan, B. & S., Dec. 6.	Yat Shing, Jardine's, Dec. 7.
Shirala, P. & O., Dec. 13.	Kut Sang, Jardine's, Dec. 13.
Santhia, B.I. (Apar), Dec. 29.	

Chiofoo.

Hoihow, B. & S., Nov. 28.	Yat Shing, Jardine's, Dec. 7.
Hop Sang, Jardine's, Dec. 10.	

Dahly.

Tainan, B. & S., Dec. 1.	Main, Melchers, Dec. 3.
Chinhu, B. & S., Dec. 8.	Aeneas, B. & S., Dec. 12.
Oldenburg, Jensen's, Dec. 14.	

Foochow.

Hai Yang, Douglas, Nov. 29.	Hoihow, B. & S., Nov. 28.
Hai Ching, Douglas, Dec. 1.	Hai Ning, Douglas, Dec. 5.
Yat Shing, Jardine's, Dec. 7.	Hop Sang, Jardine's, Dec. 10.

JAPAN (Direct).

Tainan, B.I. (Apar), Nov. 30.	Tyndarus, B. & S., Dec. 14.
Kamo Maru, N.Y.K., Dec. 15.	Kut Sang, Jardine's, Dec. 19.

Japan and Shanghai.

Chichibu Maru, N.Y.K., Nov. 28.	Nagato Maru, N.Y.K., Nov. 28.
Neleus, B. & S., Nov. 30.	Cartage, P. & O., Dec. 1.
Empress of Japan, C.P.S., Dec. 1.	Felix Rousset, Messageries, Dec. 1.
Sui Sang, Jardine's, Dec. 1.	Bangalore, P. & O., Dec. 2.
Conte Rosso, Dodwell's, Dec. 2.	Nankin, E. & A., Dec. 2.
Main, Melchers, Dec. 3.	Perseus, B. & S., Dec. 3.
Hakusan Maru, N.Y.K., Dec. 8.	Fres. Jackson, A.M.L., Dec. 8.
Glancus, B. & S., Dec. 10.	Tatsuta Maru, N.Y.K., Dec. 13.
Oldenburg, Jensen's, Dec. 14.	Moncalieri, Dodwell's, Dec. 15.
Naldora, P. & O., Dec. 15.	Shirala, P. & O., Dec. 15.
Coblentz, Melchers, Dec. 16.	Malaya, Manners, Dec. 16.
Agamemnon, B. & S., Dec. 17.	Perseus, B. & S., Dec. 17.
Hoiyo Maru, N.Y.K., Dec. 19.	Fres. Pierce, Dollar's, Dec. 19.
Fres. Jefferson, A.M.L., Dec. 22.	Pyrhus, B. & S., Dec. 22.
Rhutan, P. & O., Dec. 22.	Corfu, P. & O., Dec. 22.
Santhia, B.I. (Apar), Dec. 29.	Gertrude Maerck, Jensen's, Dec. 30.
Fres. Hoover, Dollar's, Dec. 30.	Calohar, B. & S., Dec. 31.
Chenonceaux, Messageries, Dec. 31.	

South America.

Achilles, B. & S., Nov. 29.	Tanda, E. & A., Dec. 2.
Ajax, B. & S., Dec. 6.	Changte, B. & S., Dec. 19.
Atsuta Maru, N.Y.K., Dec. 23.	Nankin, E. & A., Dec. 30.

South America.

Achilles, B. & S., Nov. 29.	Tjinegara, J.C.J.L., Nov. 28.
Tjibadak, J.C.J.L., Dec. 12.	

Bangkok.

Hiermod, Thoresen's, Dec. 3.	Kilgan, B. & S., Dec. 5.
Kaying, B. & S., Dec. 5.	

Batavia.

Achilles, B. & S., Nov. 29.	Tjinegara, J.C.J.L., Dec. 5.
Ajax, B. & S., Dec. 6.	Phenius, B. & S., Dec. 6.
Siamese Prince, Furness, Dec. 8.	

Brisbane.

Tanda, E. & A., Dec. 2.	Changte, B. & S., Dec. 19.
Atsuta Maru, N.Y.K., Dec. 23.	Nankin, E. & A., Dec. 30.

Calcutta.

Changte, B. & S., Dec. 19.	Tai Ping Yang, Dodwell's, Dec. 18.
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Canton.

Achilles, B. & S., Nov. 29.	Tjinegara, J.C.J.L., Nov. 28.
Tjibadak, J.C.J.L., Dec. 12.	

Cebu.

Achilles, B. & S., Nov. 29.	Tjinegara, J.C.J.L., Nov. 28.
Tjibadak, J.C.J.L., Dec. 12.	

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Achilles, B. & S., Nov. 29.	Tjinegara, J.C.J.L., Nov. 28.
Tjibadak, J.C.J.L., Dec. 12.	

Halifax.

Trisbank, Bank Line, Dec. 6.

Hongkong.

Chichibu Maru, N.Y.K., Nov. 28.
Empress of Japan, C.P.S., Dec. 1.
Pres. Coolidge, A.M.L., Dec. 2.
Tatsuta Maru, N.Y.K., Dec. 13.
Hoiyo Maru, N.Y.K., Dec. 19.
Pres. Pierce, Dollar's, Dec. 19.
Pres. Hoover, Dollar's, Dec. 30.

Los Angeles.

Chichibu Maru, N.Y.K., Nov. 28.
Jutlandia, Manners, Dec. 3.
Tatsuta Maru, N.Y.K., Dec. 13.
Tai Ping Yang, Dodwell's, Dec. 18.
Hoiyo Maru, N.Y.K., Dec. 19.
Gertrude Maerck, Jensen's, Dec. 30.

Panama.

Tatsuta Maru, N.Y.K., Dec. 7.
Tai Ping Yang, Dodwell's, Dec. 18.
Hoiyo Maru, N.Y.K., Dec. 19.
Gertrude Maerck, Jensen's, Dec. 30.

Philadelphia.

Phenius, B. & S., Dec. 6.
Gertrude Maerck, Jensen's, Dec. 30.

San Francisco.

Chichibu Maru, N.Y.K., Nov. 28.
Pres. Coolidge, A.M.L., Dec. 2.
Jutlandia, Manners, Dec. 3.
Tatsuta Maru, N.Y.K., Dec. 13.
Tai Ping Yang, Dodwell's, Dec. 18.
Hoiyo Maru, N.Y.K., Dec. 19.
Pres. Pierce, Dollar's, Dec. 19.
Pres. Hoover, Dollar's, Dec. 30.

Seattle.

Jutlandia, Manners, Dec. 3.
Pres. Jackson, A.M.L., Dec. 8.
Tyndarus, B. & S., Dec. 14.
Pres. Jefferson, A.M.L., Dec. 22.

South America (W.O.).

Hoiyo Maru, N.Y.K., Dec. 19.

Vancouver, B.C.

Empress of Japan, C.P.S., Dec. 1.
Jutlandia, Manners, Dec. 3.
Tyndarus, B. & S., Dec. 14.

Victoria, B.C.

Empress of Japan, C.P.S., Dec. 1.
Pres. Jackson, A.M.L., Dec. 8.
Tyndarus, B. & S., Dec. 14.
Pres. Jefferson, A.M.L., Dec. 22.

Southward.

FROM HONG KONG TO COAST PORTS, MANILA, AUSTRALIA.

Australian Ports, East.

Achilles, B. & S., Nov. 29.
Tanda, E. & A., Dec. 2.
Ajax, B. & S., Dec. 6.
Changte, B. & S., Dec. 19.
Atsuta Maru, N.Y.K., Dec. 23.
Nankin, E. & A., Dec. 30.

Batavia.

Achilles, B. & S., Nov. 29.
Tjinegara, J.C.J.L., Nov. 28.
Tjibadak, J.C.J.L., Dec. 12.

Bangkok.

Hiermod, Thoresen's, Dec. 3.
Kilgan, B. & S., Dec. 5.
Kaying, B. & S., Dec. 5.

Batavia.

Achilles, B. & S., Nov. 29.
Tjinegara, J.C.J.L., Dec. 5.
Ajax, B. & S., Dec. 6.
Phenius, B. & S., Dec. 6.
Siamese Prince, Furness, Dec. 8.

Brisbane.

Tanda, E. & A., Dec. 2.
Changte, B. & S., Dec. 19.
Atsuta Maru, N.Y.K., Dec. 23.
Nankin, E. & A., Dec. 30.

Calcutta.

Changte, B. & S., Dec. 19.
Tai Ping Yang, Dodwell's, Dec. 18.

Canton.

Achilles, B. & S., Nov. 29.
Tjinegara, J.C.J.L., Nov. 28.
Tjibadak, J.C.J.L., Dec. 12.

Cebu.

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Tjinegara, J.C.J.L., Nov. 28.
Tjibadak, J.C.J.L., Dec. 12.

Cebu.

Achilles, B. & S., Nov. 29.
Tjine

THE CANADIAN PACIFIC

IN CONJUNCTION WITH THE

P. AND O.

NOW OFFER EXCEPTIONAL

LOW FARES

TO EUROPE AND

RETURN

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From £173-6-6 to £193-14-4.

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GIANT WHITE EMPRESSES

Offer the Utmost in

SPEED—SIZE—SPACE—LUXURY

AND

SERVICE

EMPRESS OF JAPAN

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for

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CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM.



SAN FRANCISCO via Shanghai, Japan Ports and Honolulu.

CHIOHIBU MARU ... Tuesday, 28th Nov., at 10 a.m.
TATSUTA MARU ... Wednesday, 13th Dec., at 10 a.m.
ASAHA MARU ... Wednesday, 10th Jan., at 10 a.m.

SEATTLE & VANCOUVER.

HIKAWA MARU ... (Starts from Kobe) Wednesday, 13th Dec.
HIYE MARU ... (Kobe direct) Wednesday, 27th Dec.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo and Suez.

FUSHIMI MARU ... Saturday, 9th Dec.

HAKOZAKI MARU ... Saturday, 23rd Dec.

TERUKUNI MARU ... Friday, 5th Jan.

SYDNEY & MELBOURNE via Manila and Ports.

ATSUTA MARU ... Saturday, 23rd Dec.

KAMO MARU ... Saturday, 20th Jan.

BOMBAY via Singapore, Penang and Colombo.

TOKIWA MARU ... Wednesday, 29th Nov.

CALCUTTA MARU ... Thursday, 30th Nov.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

HEIYO MARU ... Tuesday, 19th Dec.

NEW YORK via Panama.

TATSUTA MARU ... Thursday, 7th Dec.

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus, Genoa and Valencia.

DAKAR MARU ... Friday, 15th Dec.

CALCUTTA via Singapore, Penang and Rangoon.

GENOA MARU ... Wednesday, 28th Nov.

TOKUHEI MARU ... Friday, 8th Dec.

SHANGHAI, KOBE & YOKOHAMA.

NAKAGAWA MARU ... Wednesday, 29th Nov.

HAKUSAN MARU ... Friday, 8th Dec.

KAWO MARU (Nagasaki direct) ... Friday, 15th Dec.

† Cargo only.

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FRENCH MAIL STEAMERS.

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, D'Almeida (Aden), Suez, Port Said.

ANDRE LEBON ... 5th Dec.

FELIX ROUSSEL ... 18th Dec.

PORTHOUS ... 2nd Jan.

CHENONCEAUX ... 16th Jan.

D'ARTAGNAN ... 30th Jan.

ATHOS II ... 13th Feb.

To SHANGHAI—KOBE.

FELIX ROUSSEL ... 1st Dec.

PORTHOUS ... 18th Dec.

CHENONCEAUX ... 31st Dec.

D'ARTAGNAN ... 14th Jan.

ATHOS II ... 28th Jan.

ARAMIS ... 9th Feb.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said or Djibouti.

For Full Particulars, apply to:—

Cie. Des MESSAGERIES MARITIMES,

Tel. 30291

2 QUEEN'S BUILDING, 13

Shipping News

Daily Statement, Clearances, Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 13,400 TONS;
THROUGH CARGO
8,700 TONS.

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British.	Cargo for H.K.	Through Ports.
Glenamoy, Shanghai	—	4,200
Irisbank, Manila	1,000	1,000
Tai Yuan, Amoy	150	—
King Yuan, Holmow	1,074	22
Hai Yuan, Swatow	170	—
Shun Chih, Saigon	1,664	—
French, Canton	—	4,058
Halphong	312	—
Portuguese, K. C. Wan	400	—
Norwegian, Helldor	—	312
Salgon	2,001	—
Prosper, Salgon	1,317	—
Daviken, Swatow	288	2,950
Chinese, Lung Shan, Canton	—	8,600
Cheung On, Shanghai	28	2,950
Total	13,404	8,727

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Tai Yuan (British), Amoy	144
King Yuan (British), Holmow	70
Hai Yuan (British), Swatow	145
Shun Chih (British), Saigon	210
Canton (French), Halphong	35
Prosper (Norwegian), Salgon	288
Daviken (Norwegian), Swatow	120
Lungshan (Chinese), Canton	80
Cheung On (Chinese), Shanghai	73
Total	1,143

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

Arr.	Dep.
British	6
French	1
Portuguese	1
Norwegian	3
Japanese	0
Chinese	2
Total	13

SHIPS IN HARBOUR.

The following merchant ships were in harbour yesterday:—

Wharves.
Kowloon:—Chichibu Maru, O.S.K.—Hozan Maru, Douglas Laprak, Hai Yang, Quarry Bay, Tjinegara, Chiu On—Hydrangea.
Docks.
Kowloon:—Hop Sang, Amalthus.

ARRIVALS

November 25.

Hong Peng, British str., 2,525 tons, Capt. J. H. Gregory, from Amoy, Taikoo Dock.—Ho Thong and Co.

November 26.

Cornville, Norwegian str., 2,747 tons, Capt. Abrahamsen, from Manila, buoy No. A3.—Bank Line.
Glenamoy, British str., 4,589 tons, Capt. E. Waite, from Dairen and Shanghai, buoy No. A2.—J. M. and Co.
Halldor, Norwegian str., 840 tons, Capt. J. Hansen, from Saigon, buoy No. A5.—Yuan On and Co.
Juno, Dutch str., 1,385 tons, Capt. W. R. Stempels, from Canton, North Point.—A.P.C.
Lungshan, Chinese str., 1,319 tons, Capt. V. Hellmann, from Canton, C.M.S.N. Wharf.—C.M.S.N. Co.
Shun Chih, British str., 1,173 tons, Capt. Wm. Lee, from Saigon, buoy No. B6.—Wo Fat Sing.
Wing Wo, Portuguese str., 495 tons, Capt. I. D. de Lemos, from K. C. Wan, buoy No. B12.—Wo Hop and Co.

November 27.

Achilles, British str., 7,202 tons, Capt. Cooker, from Shanghai, Taikoo Dock.—B. and S.
Canton, French str., 978 tons, Capt. F. Morvan, from Halphong, buoy No. B12.—M.M. and Co.
Chak Sang, British str., 1,470 tons, Capt. Hopkins, from Canton, buoy No. B2.—J. M. and Co.
Halvard, British str., 1,217 tons, Capt. W. Freer, from Samarinda, Yaumati.—Wo Fat Sing.
Hermos, Norwegian str., 840 tons, Capt. Eliassen, from Swatow, buoy No. C4.—Thoresen and Co.
Kamons, British str., 902 tons, Capt. T. B. Robertson, from Quin Hon, Shumshupo.—Williamson and Co.
Kojun Maru, Japanese str., 1,305 tons, Capt. Kogima, from Newchwang, Yaumati.—D.K.K.
Kurohime Maru, Japanese str., 2,853 tons, Capt. Katsuyama, from Milke, buoy No. A12.—M.B.K.
Mount Helkon, Panamanian str., 3,483 tons, Capt. E. Vardavas, from Antwerp, Kowloon Wharf, Dodwell and Co.
Neleus, British str., 4,218 tons, Capt. Findley, from Shanghai, Holt's Wharf.—B. and S.
New Mathilde, British str., 842 tons, Capt. D. Thomas, from Pakhol, buoy No. C5.—Yik Tai and Co.
Prosper, Norwegian str., 1,377 tons, Capt. A. Hythen, from Saigon, buoy No. B18.—Nam Tai Loong.
Tjinegara, Dutch str., 5,783 tons, Capt. Welde, from Amoy, buoy No. A8.—J.C.J.L.
Valaya, Siamese str., 803 tons, Capt. Halling, from Bangkok, buoy No. C3.—John Mannere and Co.

CLEARANCES

November 27.

Buenos Aires Maru, for Saigon, C. Henri Riviere, for Holmow, Cornville, for Los Angeles, Daviken, for Canton, Glenamoy, for Singapore, Halvard, for Canton, Halldor, for Canton, Hai Kong, for Hiole, Hydrangea, for Swatow, Kamons, for Macao, Irisbank, for Shanghai, Juno, for Takao, Lungshan, for Shanghai, Sheng Lee, for Canton, Tai Yuan, for Canton, Wing Lee, for Holmow.

SHIPPING MOVEMENTS

The Ben Line s.s. Bengloe, from Leith, Middlesbrough, Antwerp, London and Straits, is due to arrive here to-morrow afternoon, having been delayed by bad weather.
The P. and O. s.s. Carthage left Singapore for this port on the 25th inst. at noon, with the outward English mails, and is due here on the 30th inst. at about 7 a.m.

The E. and A. s.s. Tandra left Moll for this port on the afternoon of the 25th inst., and is due here on the afternoon of the 29th inst. She will leave for Manila, Rabaul, Brisbane, Sydney, and Melbourne on the Saturday, the 2nd prox. at 11 a.m.

The Empress of Asia arrived at Shanghai on Monday at 9.30 a.m., leaves Shanghai on Tuesday, at 5 a.m., is due at Hong Kong on Thursday, at 7.00 a.m.

WAR SHIPS IN PORT.

The following warships were in port yesterday:—
Basin—Tamar.
South Wall—Wishart.
East Wall—Ordis and Tarantula.
North Wall—Falmouth and Sandwich.
North Arm—Veteran, Whitehall, Whitshed, Verity, Wren, Witch, West Wall—Kent Bruce.
Dock—Keppel, Orpheus, Rainbow.
Taikoo Dock—Berwick.
No. 1 Buoy—Eagle.
No. 2 Buoy—Medway, Proteus, Pandora, Parthian, Phoenix, Oswald, Olympus, Odin, Otus.
No. 3 Buoy—Cumberland.
Foreign Men-of-War.
U.S. cruiser Augusta.
U.S. armed yacht Isabel.
U.S. gunboat Asheville.
U.S. Aux: Gold Star.

A15—Irisbank.
B3—King Yuan.
B4—Michael Jensen.
B5—Haida.
B6—Shun Chih.
B7—Hero.
B9—Mabella.
B10—Sheng Lee.
B11—Wing Lee.
B12—Wing Woo.
B13—Herver.
B14—Kalgan.
B16—Haydrot.
B16—Haydrot.
B17—Helkon.
C7—Mimolo Maru.
B19—Canton.
B20—Soochow.
B21—Holmow.
C1—Fingal.
C2—Haithor.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.
UNITED KINGDOM & CONTINENT

S.S. "CITY OF EVANSVILLE" ... Havre, London, Rotterdam & Hamburg ... 14th Dec.

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND CANADIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON, NEW YORK, HALIFAX & BALTIMORE ... AMERICAN & ORIENTAL LINE

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

Loading for Mauritius, Remon, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown

LIMITED PASSENGER ACCOMMODATION AVAILABLE

ALSO AGENTS FOR

KLAVENESS LINE

(PACIFIC COAST-ASIATIC SERVICE)

HONGKONG DIRECT TO LOS ANGELES, (in 21 Days)

SAN FRANCISCO, PORTLAND AND PUGET SOUND.

M.V. "PLEASANTVILLE" ... 25th Dec.

Issuing through B/Lading to GUAY & ATLANTIC COAST with transshipment at Los Angeles by first opportunity.

ALL SAILING SUBJECT TO ALTERATION WITHOUT NOTICE.

For Freight or Passage on any of the above lines apply to—

Telephone 37791.

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"CHITRAL"	15,000	2nd Dec.	Bombay, Marseilles and London
"SOMALI"	6,800	8th Dec.	Mars, Havre, London, H'bg, R'dm, A'werp, & Hull
"RANCHI"	17,000	16th Dec.	Bombay, Marseilles & London
"CARTHAGE"	15,000	30th Dec.	Mars, Havre, L'don, H'bg, R'dm, A'werp, & Hull
"BANGALORE"	6,000	6th Jan.	Bombay, Marseilles & London
"NALDERA"	18,000	13th Jan.	Mars, Havre, L'don, H'bg, R'dm, A'werp, & Hull
"CORFU"	15,000	27th Jan.	Bombay, Marseilles & London
"REHUTAN"	6,000	3rd Feb.	Mars, Havre, L'don, H'bg, R'dm, A'werp, & Hull
"BANGURA"	17,000	11th Feb.	Bombay, Marseilles & London
"REHAR"	6,000	17th Feb.	Mars, Havre, L'don, H'bg, R'dm, A'werp, & Hull
"KAWALPINDI"	17,000	24th Feb.	Bombay, Marseilles & London
"SOUDAN"	6,800	3rd Mar.	Mars, Havre, L'don, H'bg, R'dm, A'werp, & Hull
"COMORIN"	15,000	10th Mar.	Marseilles and London
"CHITRAL"	15,000	24th Mar.	Mars, Havre, L'don, H'bg, R'dm, A'werp, & Hull
"BURDWAN"	6,000	31st Mar.	Marseilles and London
"RANCHI"	17,000	7th April	Bombay, Marseilles & London
"CARTHAGE"	15,000	21st April	Mars, Havre, L'don, H'bg, R'dm, A'werp, & Hull

* Cargo only. † Calls Calcutta.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"BIRDEHAN"	8,000	9th Dec.	Singapore, Penang & Calcutta
"PALMA"	10,000	23rd Dec.	do.
"SHIRALA"	8,000	6th Jan.	do.
"SANTHA"	8,000	20th Jan.	do.
"TAKADA"	7,000	3rd Feb.	do.

A1—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	7,000	2nd Dec.	Manila, Batavia, Brisbane, Sydney, and Melbourne
"NANKIN"	7,000	30th Dec.	do.
"NELLOR"	7,000	2nd Feb.	do.
"TANDA"	7,000	2nd Mar.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Service of Steamers to London via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London, Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"TALMA"	10,000	30th Nov.	Amoy, Moji, Kobe & Osaka
"CARTHAGE"	15,000	1st Dec.	Shanghai, Kobe & Yokohama
"BANGALORE"	6,000	2nd Dec.	Shanghai, Kobe & Yokohama
"NANKIN"	7,000	2nd Dec.	Shanghai, Kobe & Yokohama
"SHIRALA"	8,000	16th Dec.	Shanghai, Kobe & Yokohama
"NALDERA"	18,000	18th Dec.	Shanghai, Kobe & Yokohama
"REHUTAN"	6,000	28th Dec.	Shanghai, Kobe & Yokohama
"SANTHA"	8,000	30th Dec.	Shanghai, Kobe & Yokohama
"CORFU"	15,000	3rd Jan.	Shanghai, Kobe & Yokohama
"REHAR"	6,000	7th Jan.	Shanghai, Kobe & Yokohama
"NELLOR"	7,000	7th Jan.	Shanghai, Kobe & Yokohama
"TAKADA"	7,000	12th Jan.	Shanghai, Kobe & Yokohama
"BANGURA"	17,000	18th Jan.	Shanghai, Kobe & Yokohama
"KAWALPINDI"	17,000	24th Jan.	Shanghai, Kobe & Yokohama
"TANDA"	7,000	4th Feb.	Shanghai, Kobe & Yokohama
"COMORIN"	15,000	9th Feb.	Shanghai, Kobe & Yokohama
"CHITRAL"	15,000	23rd Feb.	Shanghai, Kobe & Yokohama
"RANCHI"	17,000	3rd Mar.	Shanghai, Kobe & Yokohama
"CARTHAGE"	15,000	17th Mar.	Shanghai, Kobe & Yokohama
"NALDERA"	18,000	3rd Apr.	Shanghai, Kobe & Yokohama
"CORFU"	15,000	17th Apr.	Shanghai, Kobe & Yokohama
"MANTUA"	11,000	3rd May	Shanghai, Kobe & Yokohama
"KAWALPINDI"	17,000	17th May	Shanghai, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice. All cabins are fitted with Electric Fans or Funke Louvre Ventilation. Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 6 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:—

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P. & O. Building, Connaught Road Central, HONG KONG, Agents.

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